



Nashville Area Metropolitan Planning Organization Tri-County Transportation & Land Use Study of Robertson, Sumner, Wilson Counties

**Steering Committee Meeting
September 16, 2010**



**LandDesign • Kimley-Horn & Associates, Inc.
Basile Baumann Prost Cole & Associates, Inc. • Sterling Communications**

Agenda



- **Update on Overall Progress**
- **Review Regional Growth Scenarios**
 - Business as Usual (BAU) Growth Scenario
 - Alternative Scenarios (“Centers” and “Centers & Corridors”)
 - Preferred Alternative Scenario
- **Discuss Strategic Corridors & Development Form Focus Areas**
- **Implementation Strategies & Toolbox**
- **Next Steps**
 - Prepare Conceptual Regional Transportation Network
 - Revise Study Report per Today’s Input
 - Finalize Recommendations and Report

- y Area
 nville MPO Planning Boundary (Portion Shown)
 nty Boundary
 er Body
 tate Highway

A grayscale map of Davidson County, Tennessee, and its surrounding areas. The map shows major highways including US-40, US-25, US-49, US-12, US-141, US-109, and US-840. It also shows major cities and towns such as Nashville, Mt Juliet, Lebanon, Gallatin, Goodlettsville, Millersville, Greenbrier, and White House. The map is overlaid with a large white text box containing the title "Update on Overall Progress".

Update on Overall Progress



Update on Overall Progress

01

TASK 1

Consultant Coordination Plan

02

TASK 2

Public Participation Plan

03

TASK 3

Economic and Market Information

04

TASK 4

Develop/Evaluate BAU Growth Scenario

05

TASK 5

Develop/Evaluate Alternative Growth Scenarios

06

TASK 6

Prepare Preferred Plan and Supporting Illustrations

07


TASK 7

Policy Recommendations & Implementation Strategies

08

TASK 8

Final Report & Executive Summary

A grayscale map of the Nashville, Tennessee region, overlaid with a semi-transparent green filter. The map shows major highways (Interstates 40, 65, 75, 25, 40, 49, 12, 141, 234, 109, 840) and various cities and towns including Nashville, Mt Juliet, Lebanon, Gallatin, Goodlettsville, Millersville, Greenbrier, and Rural Hill. The map also shows county boundaries for Davidson, Cheatham, Wilson, and Murfreesboro. The text "Regional Growth Scenarios" is prominently displayed in the center in a large, white, sans-serif font. The text "y Area" is visible in the bottom left corner.

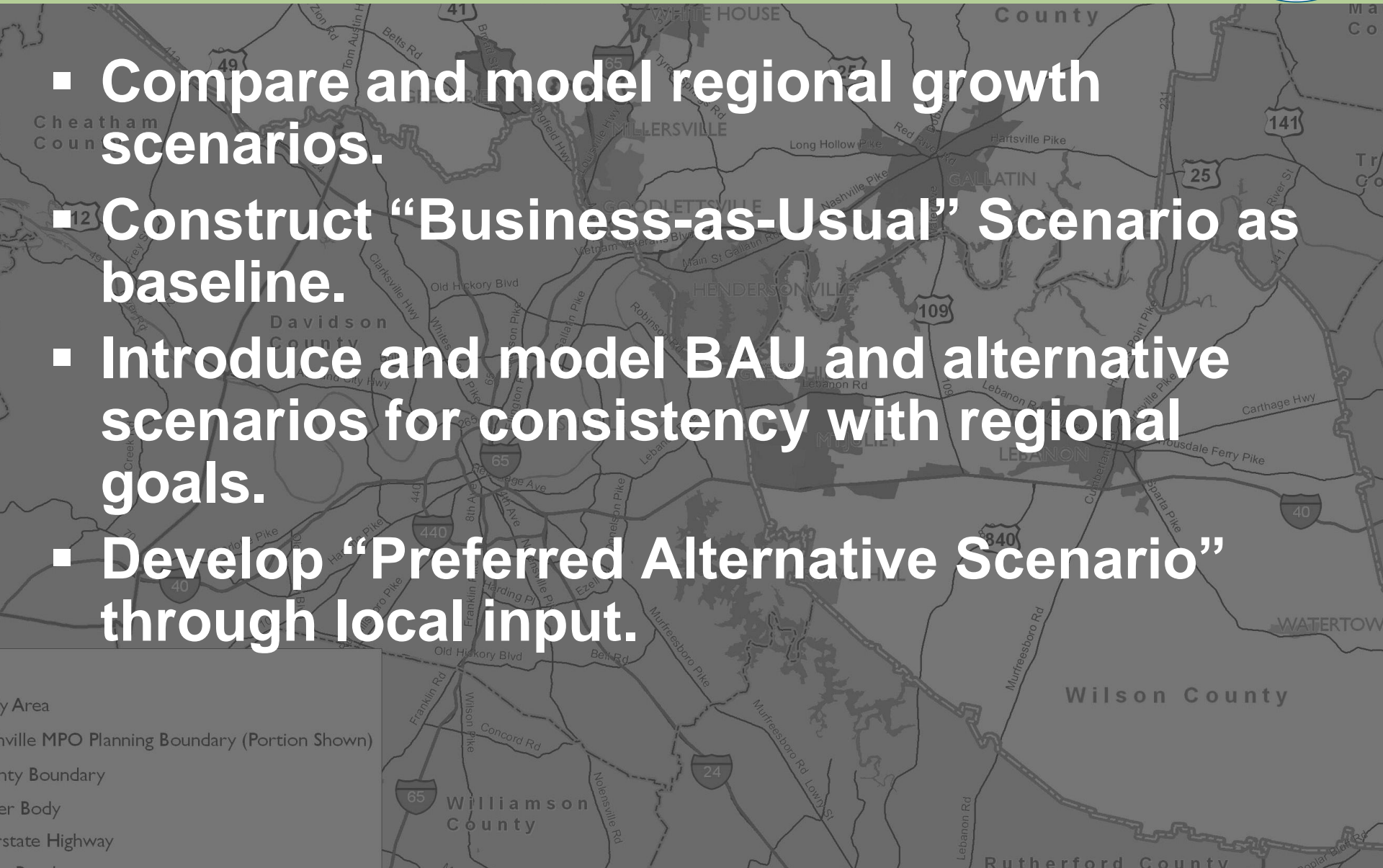
Regional Growth Scenarios

y Area

Tri-County Regional Growth Scenarios



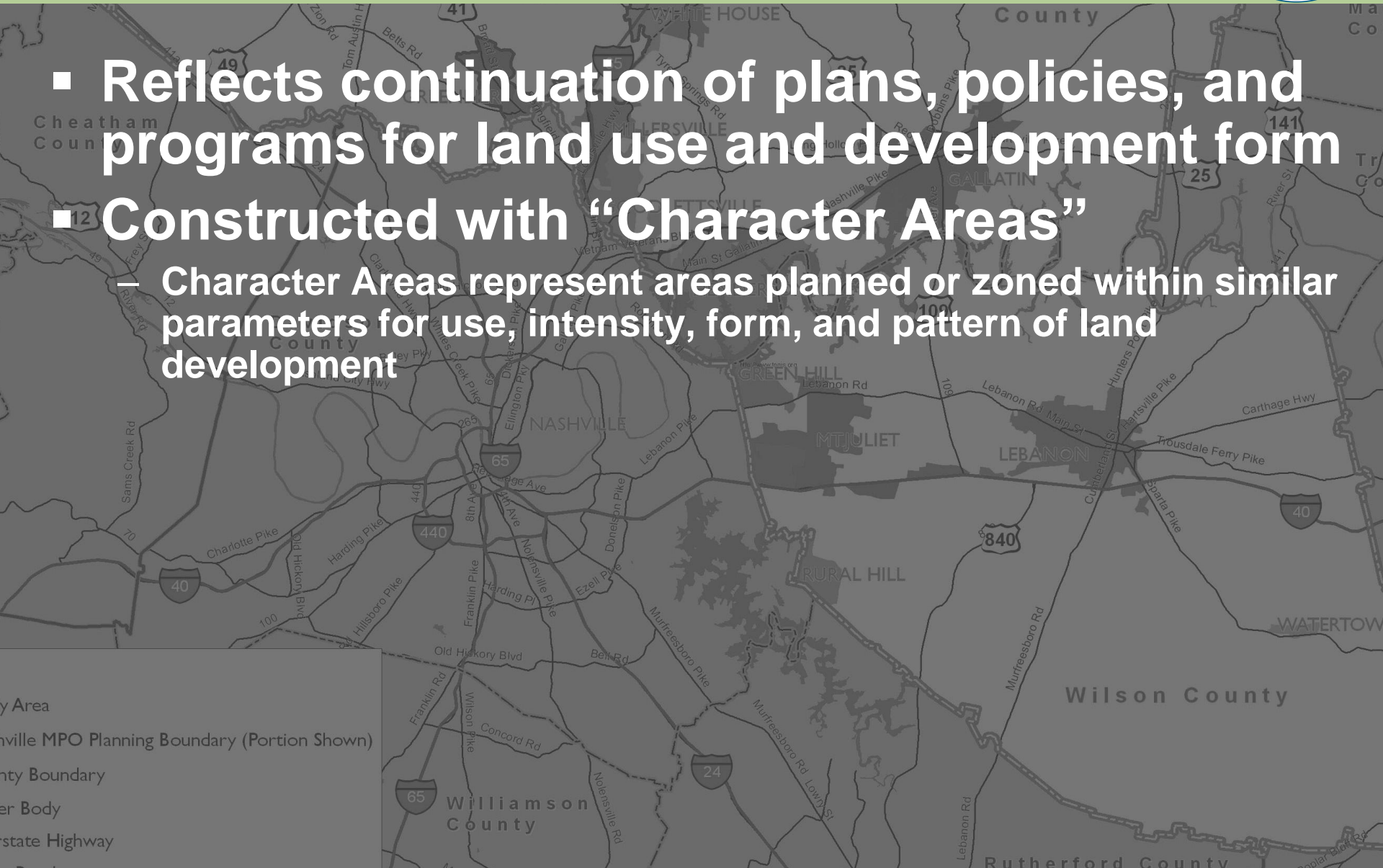
- Compare and model regional growth scenarios.
- Construct “Business-as-Usual” Scenario as baseline.
- Introduce and model BAU and alternative scenarios for consistency with regional goals.
- Develop “Preferred Alternative Scenario” through local input.



Business as Usual (BAU)











- Reflects continuation of plans, policies, and programs for land use and development form
- **Constructed with “Character Areas”**
 - Character Areas represent areas planned or zoned within similar parameters for use, intensity, form, and pattern of land development



y Area
Nashville MPO Planning Boundary (Portion Shown)
County Boundary
Water Body
State Highway



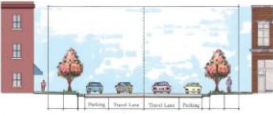


Growth Policy

-  General Urban
-  Suburban
-  Rural
-  Urban Core
-  Traditional Town Center
-  Village Center
-  Activity Center
-  Employment/ Industrial Center

General Urban

- Definitions**
 - Areas where a variety of land uses occur at medium to high densities, having a well-connected pattern within the landscape
 - Areas generally within current city limits of county seats
 - Generally comprised of established residential neighborhoods found near historic core areas
- Local Examples**
 - Franklin
 - Gallatin
 - Murfreesboro
- Exemptions Elsewhere**
 - Savannah GA
 - Charleston SC
- Uses/Intensity**
 - Predominately small lot and attached residential, multi-family
 - Medium to high-density residential > 5 du / ac
 - Civic, parks and open space, limited retail and office uses
 - Non-residential FAR ≥ 0.9

- Structure Heights**
 - 2-3 stories
- Street Pattern (typical)**
 - Connected street network in grid pattern
 - On-street parking
 - 750 feet for smaller (2-lane) collectors and arterials
 - 3,000 – 4,000 feet for larger (4-lane) collectors and arterials
- Multi-modal Accommodations**
 - Typically sidewalks supplemented by multi-use trails
 - Bicycle accommodations
 - A moderate level of transit accommodations in larger cities with buses or trains running every 15 to 30 minutes. Smaller cities may have limited trolley or local circulator service with connections to an express bus or rail route to the central city
 - Access to carpool or vanpool park-and-ride lots

LandDesign.

CHARACTER TYPE - GENERAL URBAN

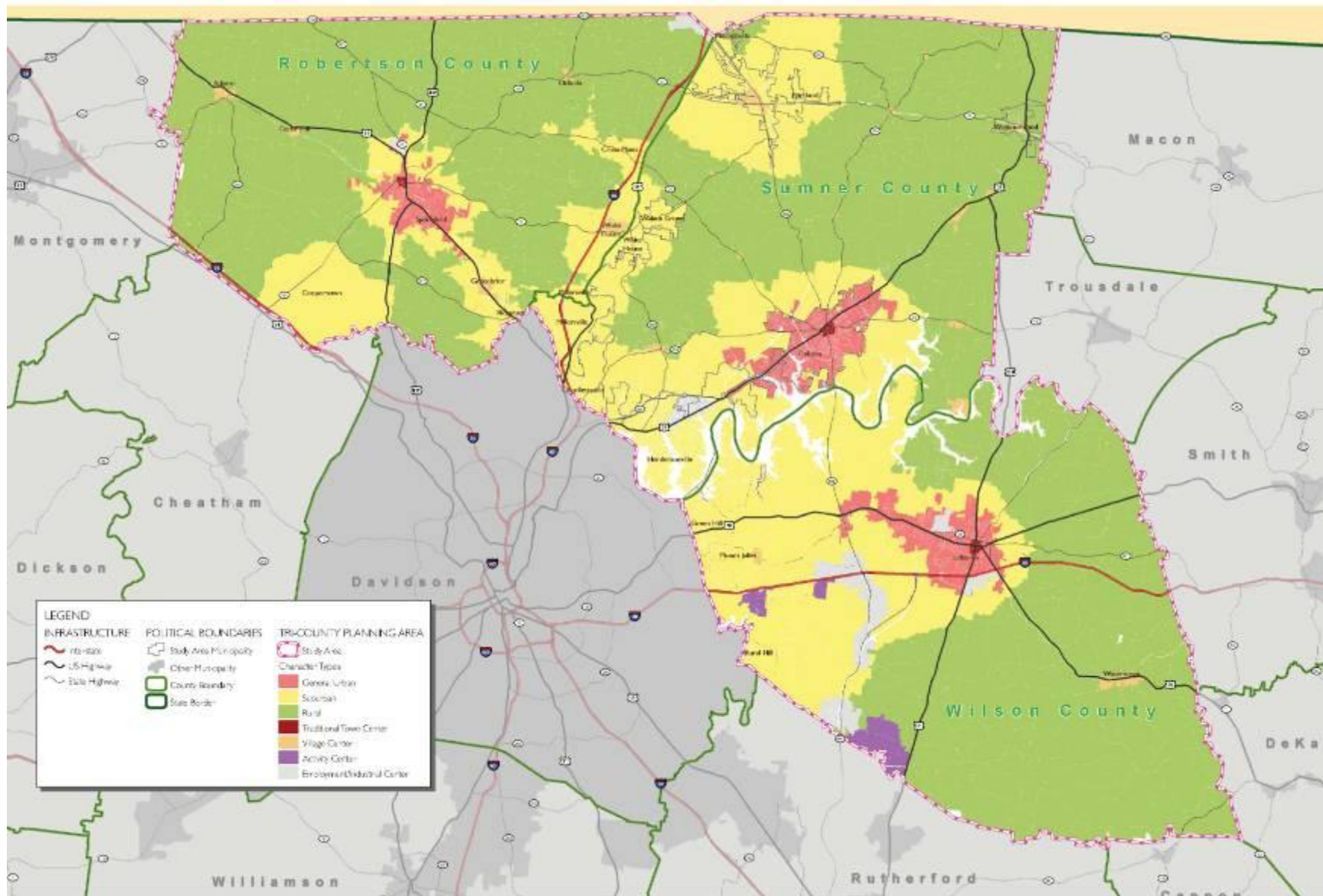
TN-County Transportation and Land Use Study, Tennessee

Character Type	Description	Intervening Features	Intervening Features	Intervening Features	Intervening Features	Intervening Features	Intervening Features	Intervening Features	Intervening Features	Intervening Features	Intervening Features
General Urban	Areas where a variety of land uses occur at medium to high densities, having a well-connected pattern within the landscape	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac
Suburban	Areas where a variety of land uses occur at medium to high densities, having a well-connected pattern within the landscape	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac
Rural	Areas where a variety of land uses occur at medium to high densities, having a well-connected pattern within the landscape	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac
Urban Core	Areas where a variety of land uses occur at medium to high densities, having a well-connected pattern within the landscape	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac
Traditional Town Center	Areas where a variety of land uses occur at medium to high densities, having a well-connected pattern within the landscape	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac
Village Center	Areas where a variety of land uses occur at medium to high densities, having a well-connected pattern within the landscape	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac
Activity Center	Areas where a variety of land uses occur at medium to high densities, having a well-connected pattern within the landscape	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac
Employment/ Industrial Center	Areas where a variety of land uses occur at medium to high densities, having a well-connected pattern within the landscape	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac	• Medium to high-density residential > 5 du / ac

LandDesign.

SUMMARY OF CHARACTER TYPES

TN-County Transportation and Land Use Study, Tennessee

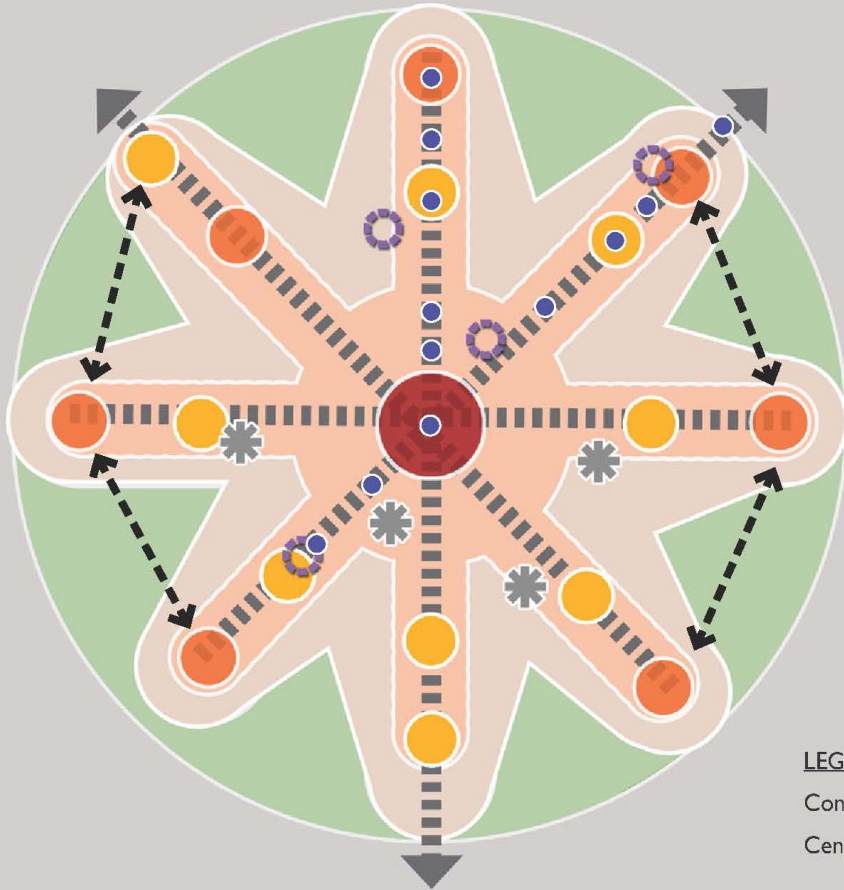


BAU SCENARIO (CHARACTER AREAS)

Centers and Corridors



centers and corridors



- Growth concentrated into regional, urban and outlying village centers with remnant countryside areas forming greenbelts surrounding centers



LEGEND

Conservation / Rural



Centers

-Urban Core



-Traditional Town Centers



-Village Centers



-TOD



Corridors

-General Urban



-Suburban



Special Use



Special Activity Centers



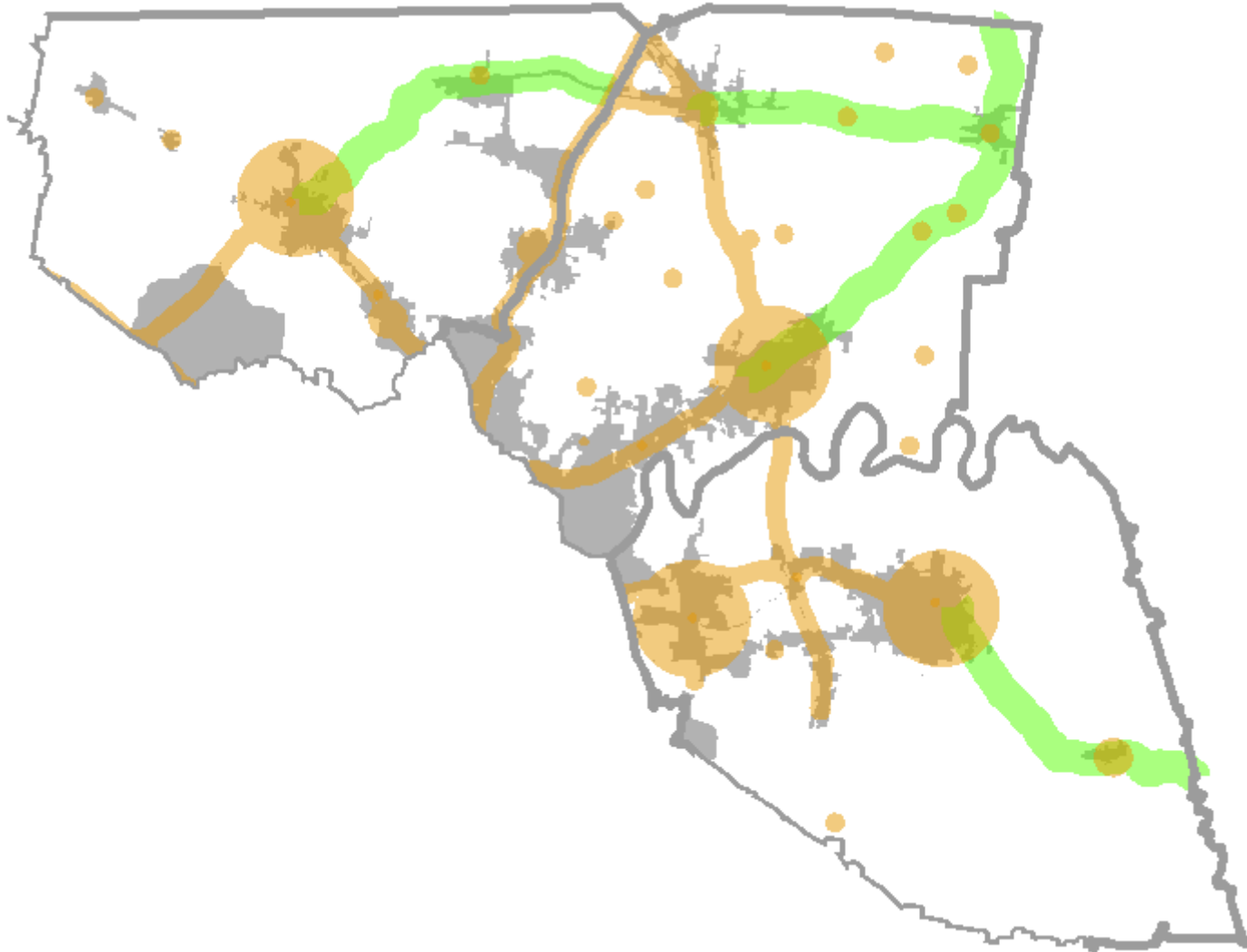
Primary Linkages

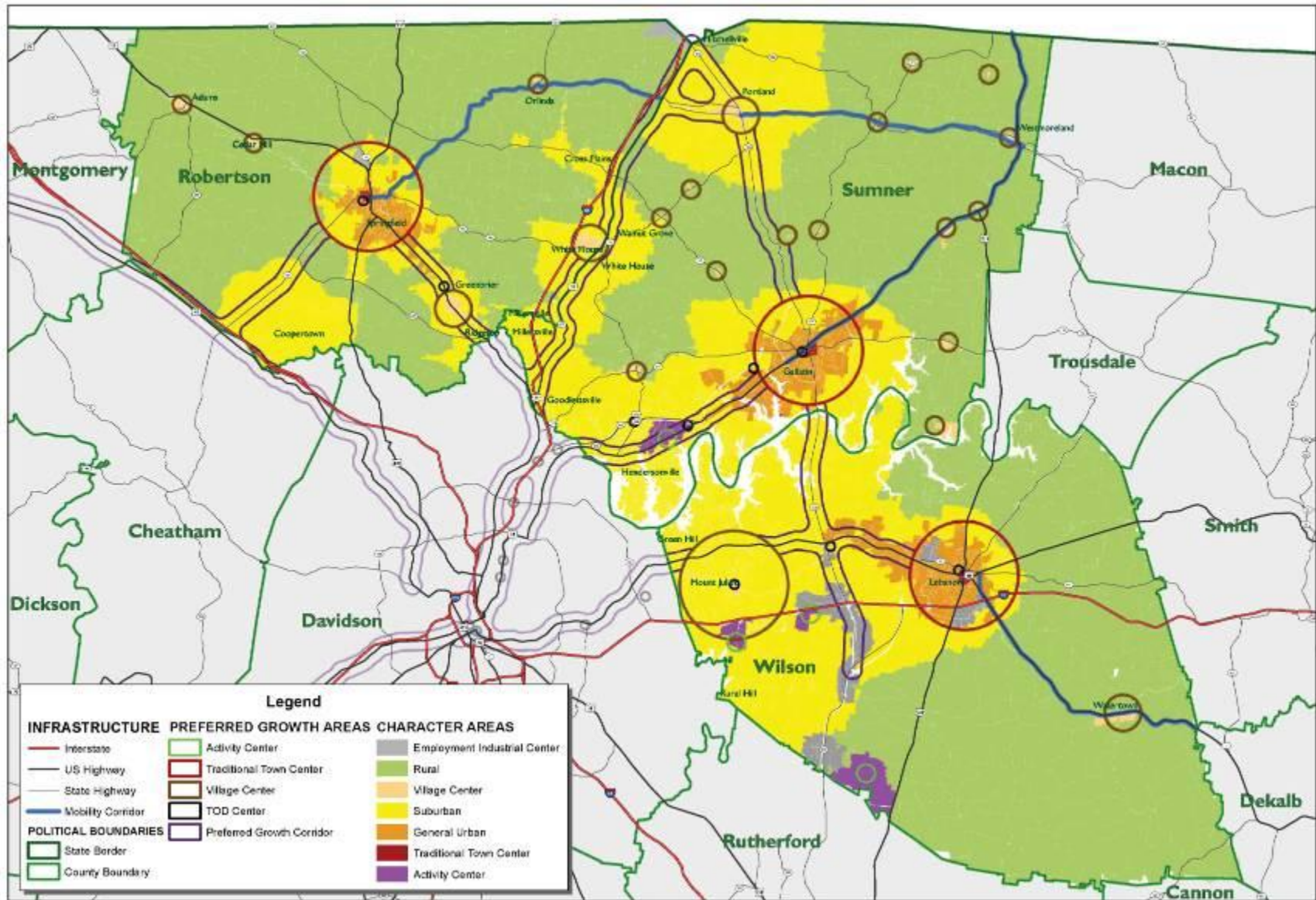


Secondary Linkages



(1) Centers & Corridors: Preferred Growth Areas



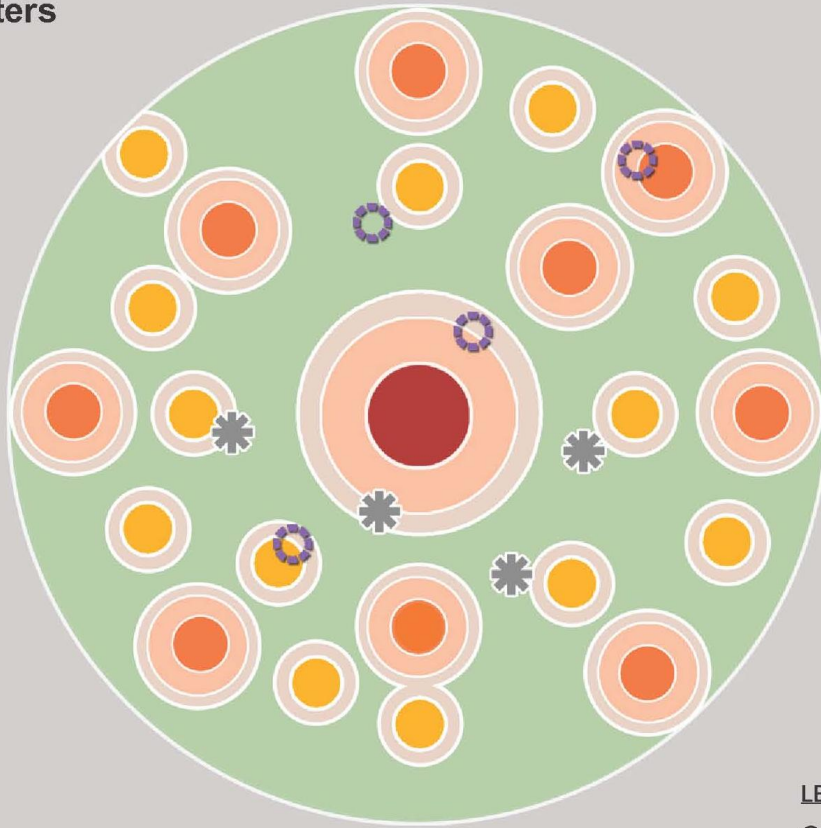


ALTERNATIVE SCENARIO 1: CENTERS & CORRIDORS

Centers



centers



- Growth concentrated into regional, urban and outlying village centers with remnant countryside areas forming greenbelts surrounding centers



LEGEND

Conservation / Rural



Centers

-Urban Core



-Traditional Town Centers



-Village Centers



General Urban



Suburban



Future Centers

-Traditional Town Centers



-Village Centers



Future General Urban



Future Suburban



Special Use



Special Activity Centers



Nashville MPO Planning Boundary (Portion Shown)

County Boundary

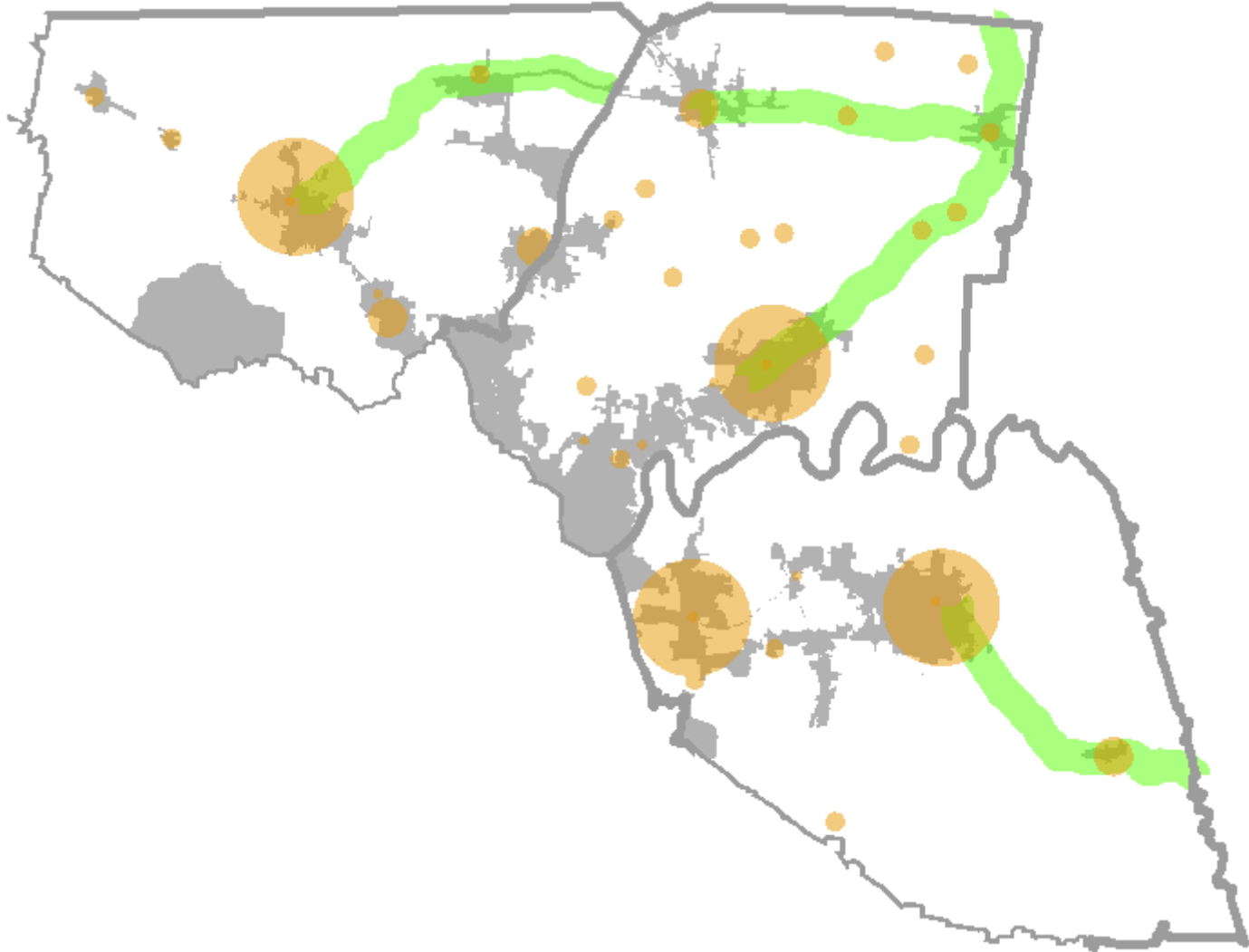
Water Body

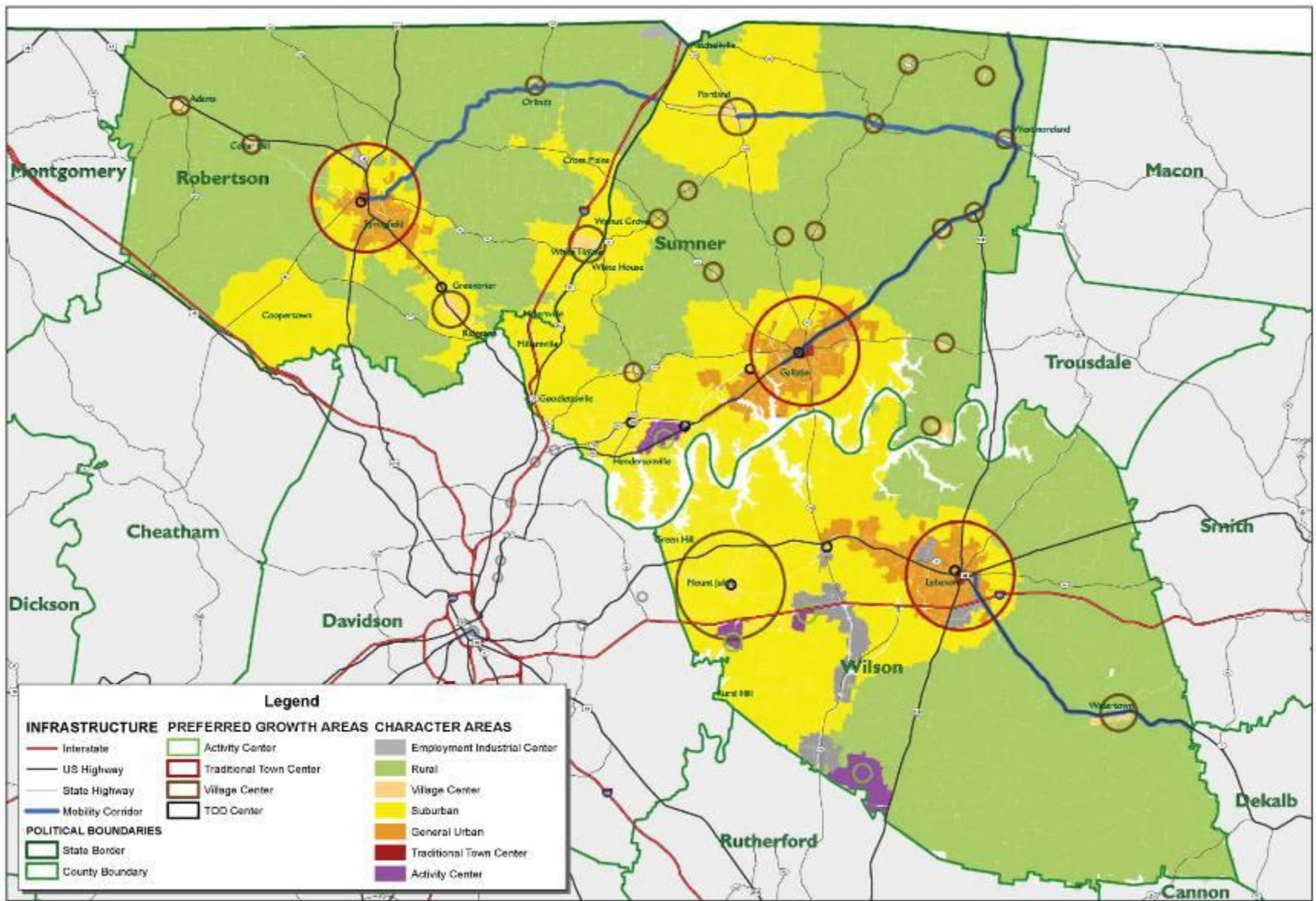
State Highway



Rutherford County

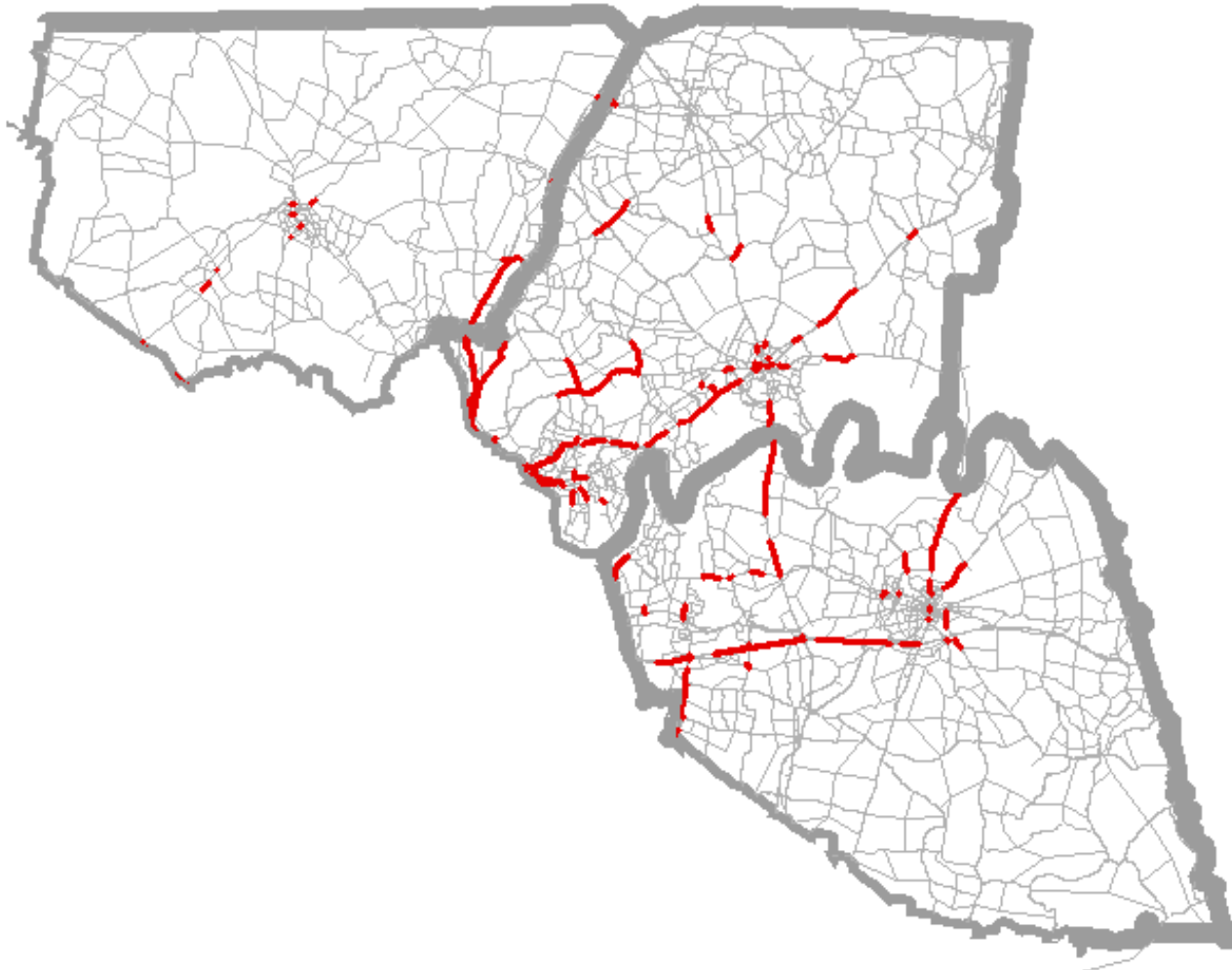
(2) Centers: Preferred Growth Areas



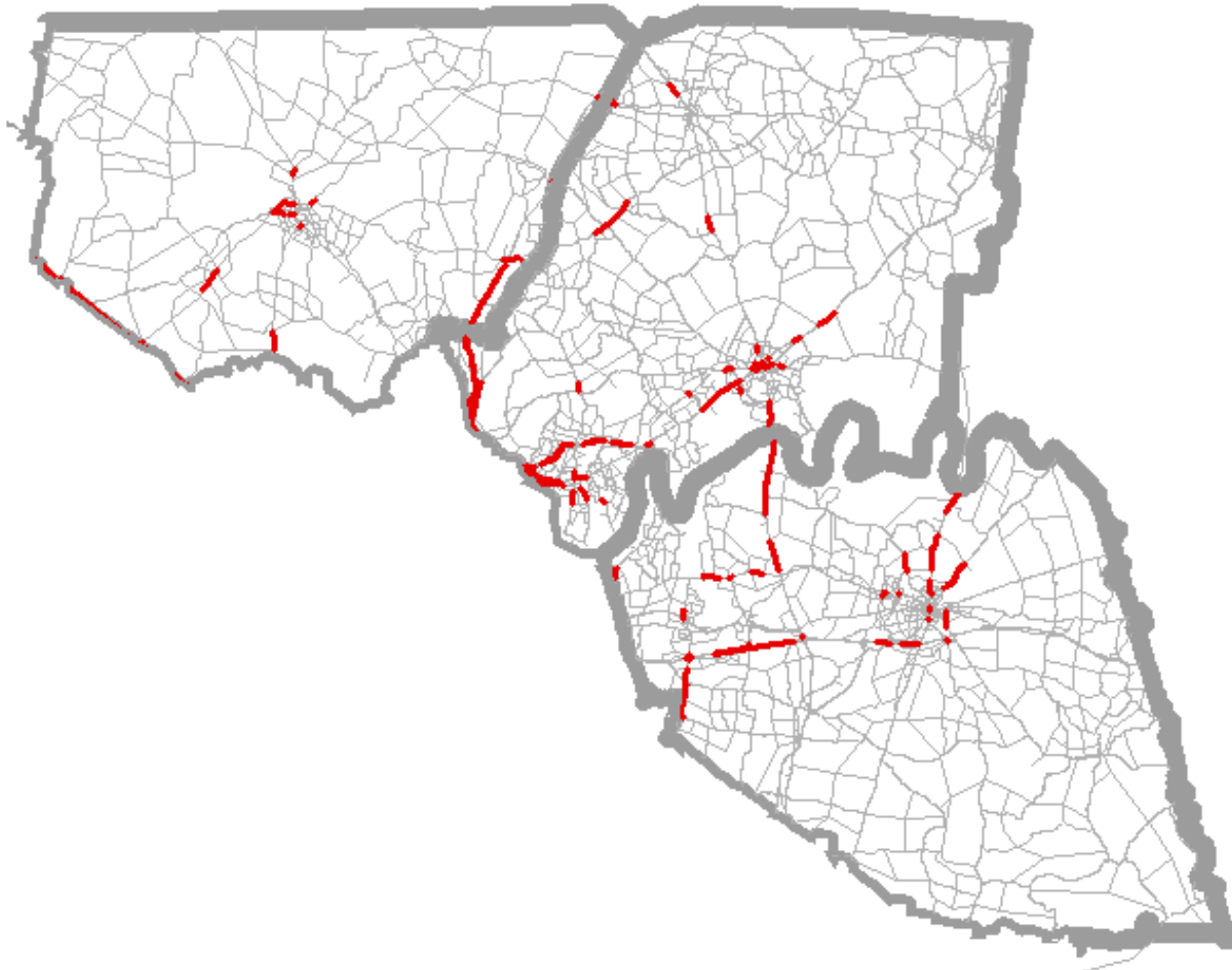


ALTERNATIVE SCENARIO 2: CENTERS

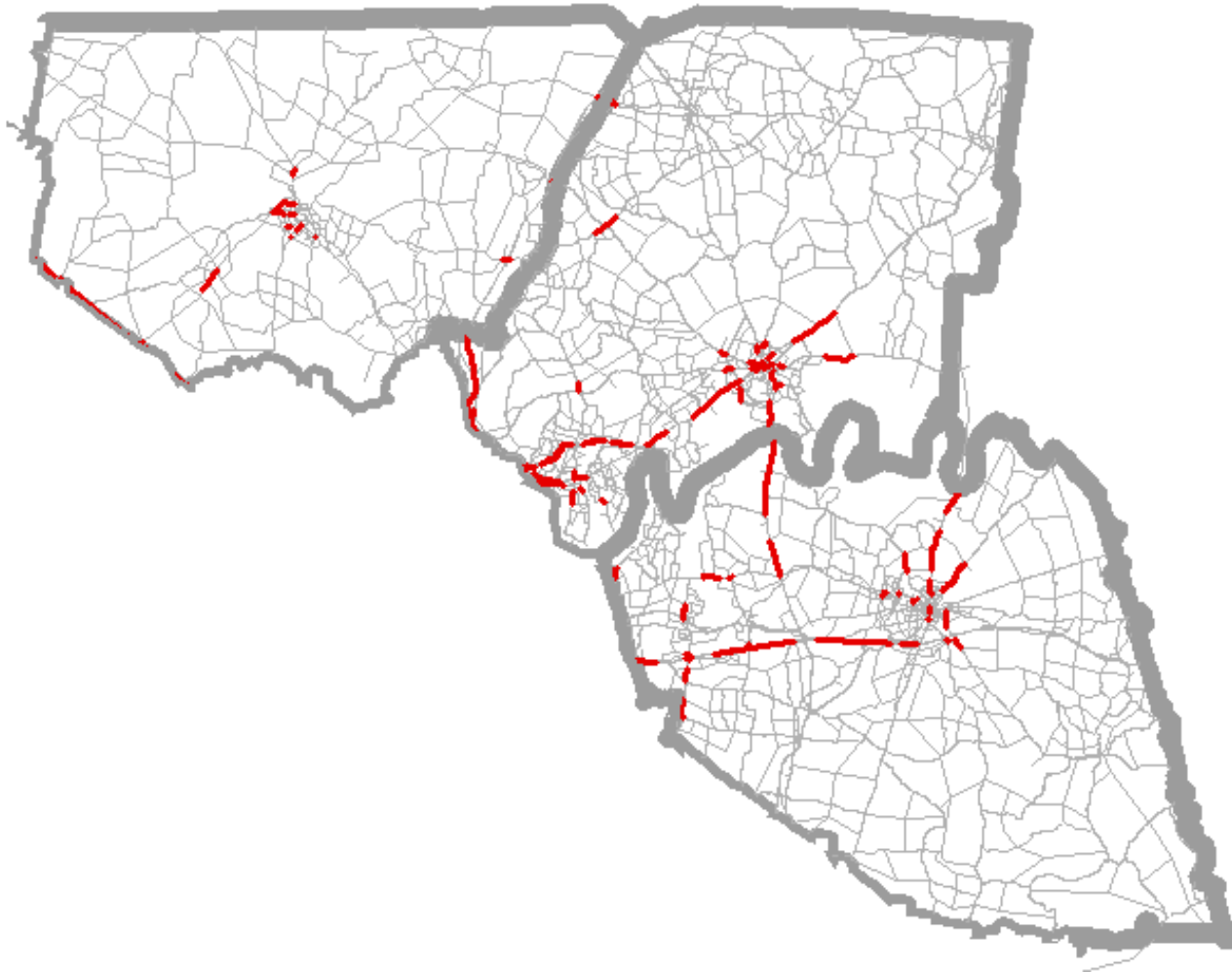
BAU Scenario: 2035 Congestion



(Alt 1) Centers & Corridors: 2035 Congestion



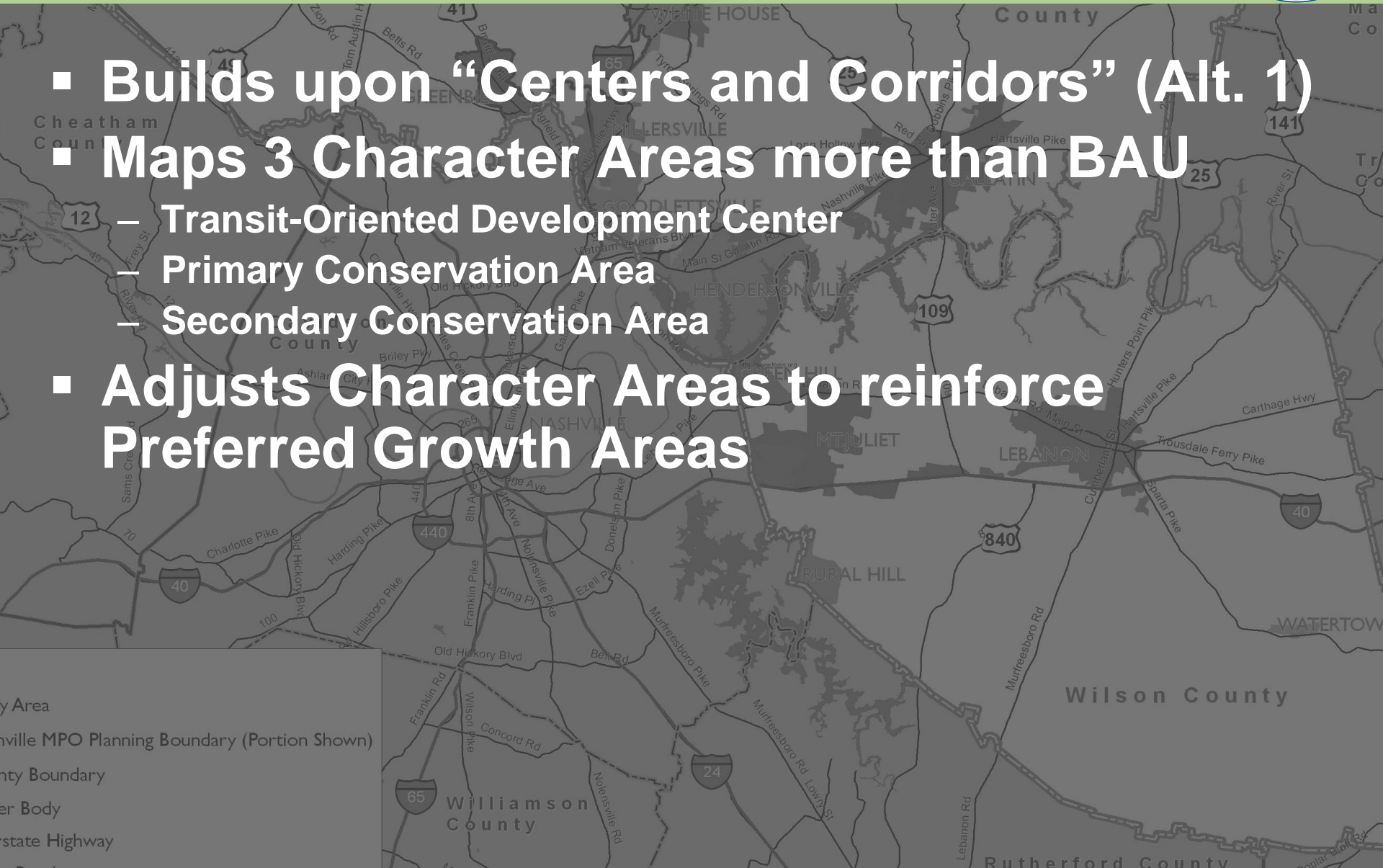
(Alt 2) Centers: 2035 Congestion

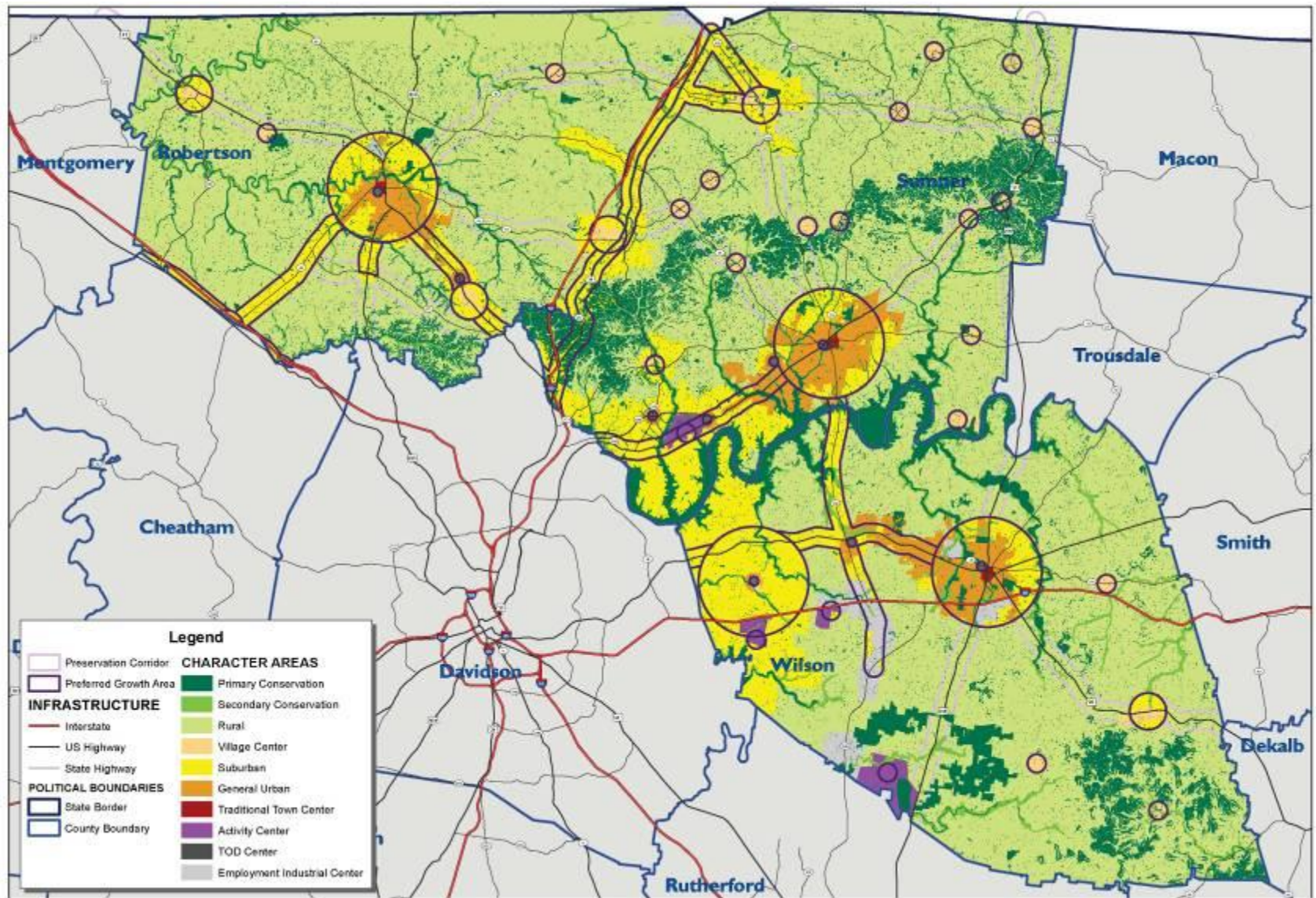




Preferred Alternative Scenario

- Builds upon “Centers and Corridors” (Alt. 1)
- Maps 3 Character Areas more than BAU
 - Transit-Oriented Development Center
 - Primary Conservation Area
 - Secondary Conservation Area
- Adjusts Character Areas to reinforce Preferred Growth Areas





PREFERRED ALTERNATIVE SCENARIO

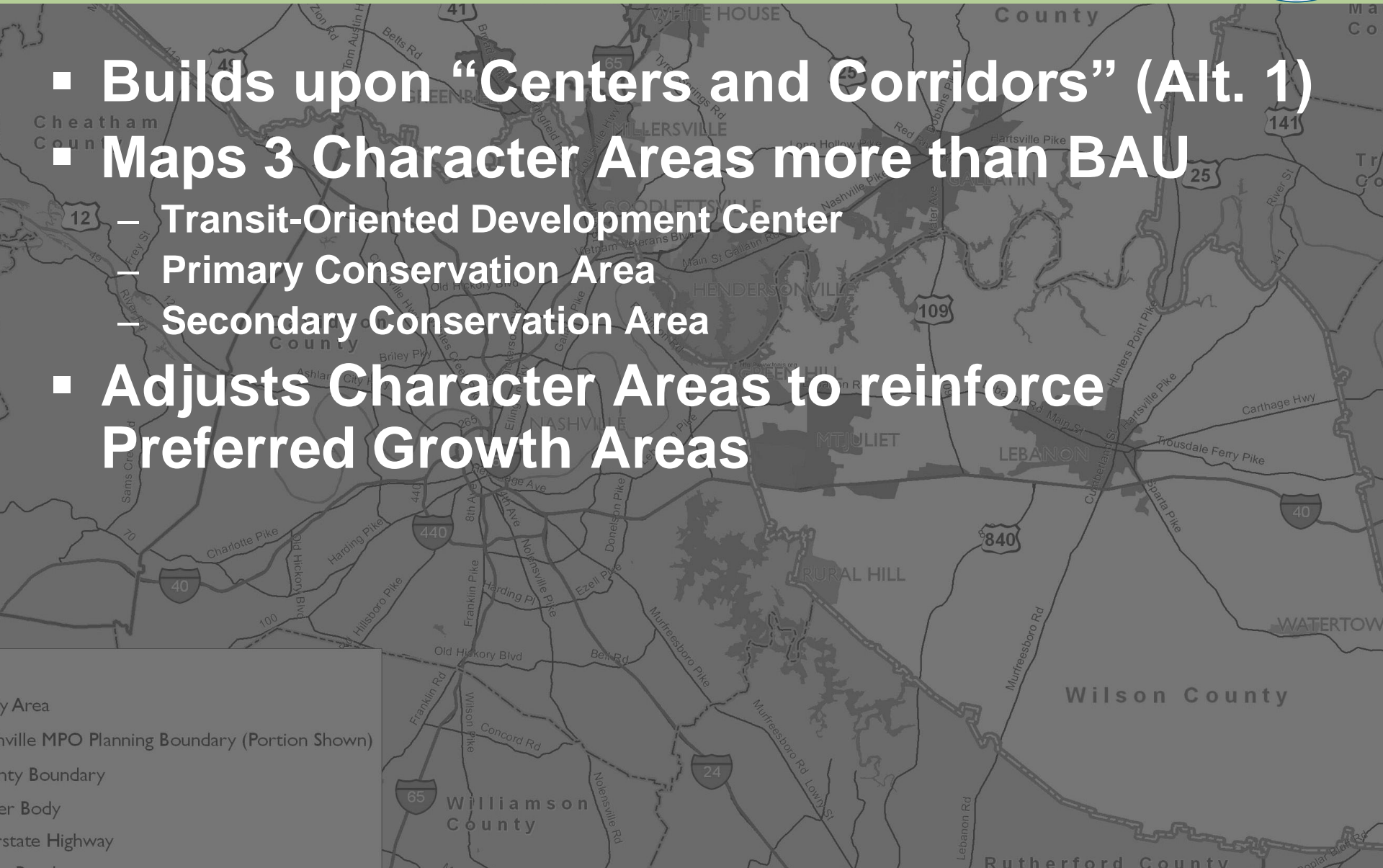
A grayscale map of the Nashville, Tennessee metropolitan area, overlaid with a semi-transparent green filter. The map shows major highways (Interstates 40, 65, 75, 25, 49, 12, 141, 109, 440, 840) and various cities and towns including Nashville, Mt Juliet, Lebanon, Gallatin, Millersville, Goodlettsville, Hendersonville, and Rural Hill. Several areas are highlighted with darker shading, indicating strategic corridors and development focus areas. The text "Concepts: Strategic Corridors & Development Form Focus Areas" is prominently displayed in the center in a large, white, sans-serif font. The map also shows surrounding counties: Cheatham County to the west, Davidson County to the north and west, and Wilson County to the south and east. The text "y Area" is visible in the bottom left corner.

Concepts: Strategic Corridors & Development Form Focus Areas



Preferred Alternative Scenario

- Builds upon “Centers and Corridors” (Alt. 1)
- Maps 3 Character Areas more than BAU
 - Transit-Oriented Development Center
 - Primary Conservation Area
 - Secondary Conservation Area
- Adjusts Character Areas to reinforce Preferred Growth Areas



Focus Areas and Strategic Corridors

Based on Preferred Scenario...

- Policies and implementation strategies to consider
- Focus Areas (4)
 - 4 conceptual plans
 - Different character areas
 - Different policies



y Area
 Nashville MPO Planning Boundary (Portion Shown)
 County Boundary
 er Body
 State Highway

Focus Areas and Strategic Corridors



Based on Preferred Scenario...

- Strategic Corridors (10 one-mile segments)
 - Represent critical areas of concern and/or locations where changes in land use intensity or traffic appears eminent
 - Variety: cross-sections, land use contexts, geography

Data to KHA to begin field work
Field work scheduled for Dec 1-3
Report end of December



Corridor Recommendations

Number of Lanes: 6
 Median: Divided
 2030 Daily Volume:
 2030 Daily Capacity:

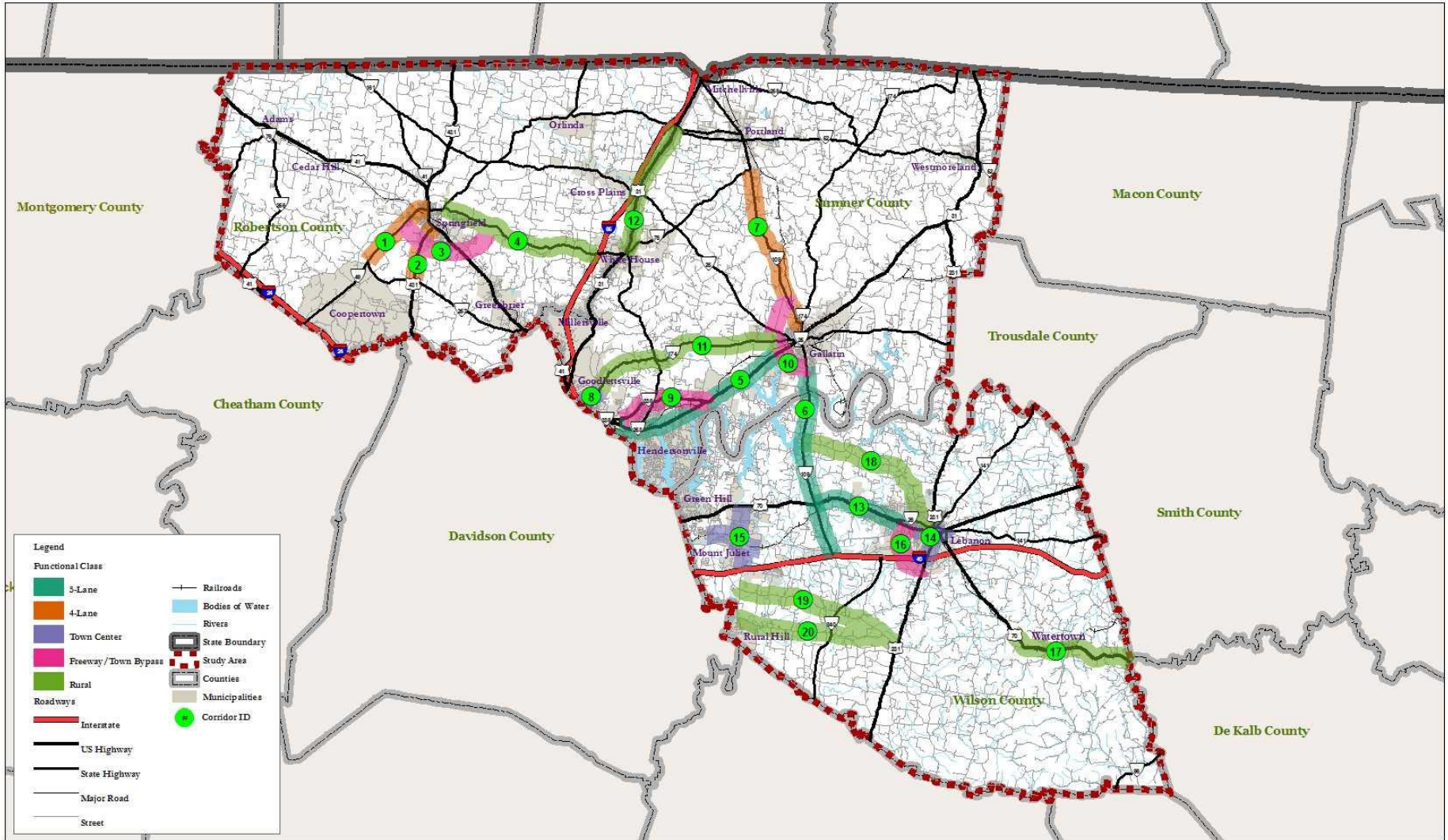
Proposed Cross Section



Corridor Description and Issues Identified

- Two-lane cross section
- New diamond interchange with I-77 (TIP I-4411) to be let on November 2006
- Signal will be constructed at NC 115 and Langtree Road (2007)
- Proposed development is expected to cause congestion on this corridor
- See Mt. Mourne area plan

Strategic Corridors



CANDIDATE COMMUNITY STRATEGIC CORRIDORS

Tri-County Transportation Plan and Land Use Study

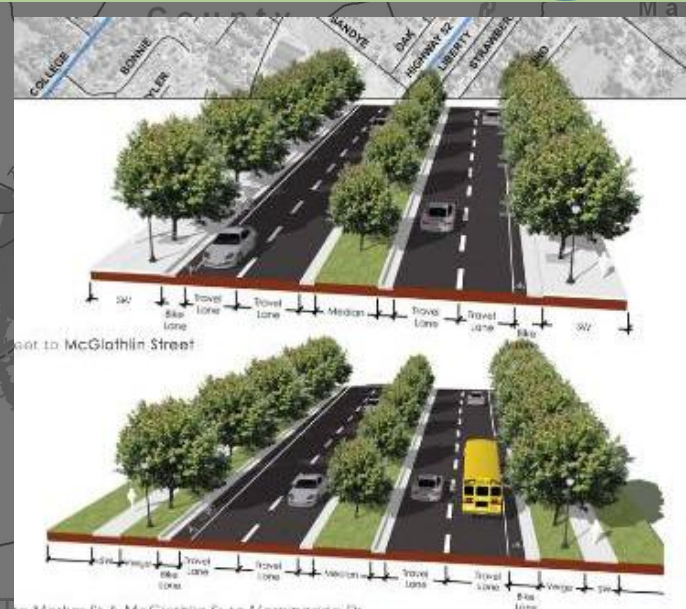
Tennessee



Strategic Corridors



■ Highlight 1: SR 109 Portland



■ Highlight 2: SR 109 Wilson County

■ Highlight 3: US 41 Greenbrier





Legend

Accident Type

- Fatal
- Injury
- Property Damage Over \$400

- Streets
- Major Roadways
- 2030 Road Widening
- Strategic Corridor Limits



Corridor Description and Issues Identified

The corridor runs from Morningside Drive west to Knight street, covering a distance of 1.12 miles. The corridor is a 5-lane segment from West Knight Street to Jackson Road and a 4-lane segment from Jackson Road to Morningside Drive. The average annual daily traffic (AADT) was 13,665 vehicles per day (vpd) in 2006. Other characteristics of the corridor include heavy truck traffic, poorly defined driveways, and a lack of turn lanes at intersections. All of these characteristics lead to a high number of crashes throughout the corridor.

SR 109

Morningside Drive to W. Knight Street - Wilson County, TN



FIGURE 4.1A: SR 109
(MORNINGSIDE DR. TO W. KNIGHT ST.)



Legend

- Streets
- Major Roadways
- 2030 Road Widening
- Strategic Corridor Limits



Corridor Vision

The projected travel demand for this corridor in 2035 is 21,846 vehicles per day (vpd). In order to accommodate this increased traffic, a 4-lane divided roadway is proposed.

Other strategies are also recommended along the corridor to improve traffic flow and safety including:

- installation of a raised (planted) median to reduce the frequency and types of crashes
- installation of sidewalks throughout the corridor
- creation of strategic right and left turn lanes throughout the corridor
- addition of bike lanes to accommodate cyclists

The section of road located between Market Street and McGlothlin Street is a part of Downtown Portland. For this reason, the proposed cross-section is slightly different than the remainder of the corridor and includes a generous sidewalk width, pedestrian scale lighting, and the potential for narrower travel lane widths. In addition, the center median may be narrower than the remainder of the corridor. These design qualities will contribute to a sense of arrival as drivers approach the downtown, while still accommodating a mix of traffic including trucks. Posted speed limits in this section should not exceed 35 mph. Careful attention to multi-modal intersection designs are encouraged in this segment with special considerations for bicyclist and pedestrians. This segment of road is represented by Section 1 and the remainder of the corridor by Section 2.

SR 109

Morningside Drive to W. Knight Street - Wilson County, TN



Market Street to McGlothlin Street
Section 1



Knight St. to Market St. & McGlothlin St. to Morningside Dr.
Section 2



FIGURE 4.1B: FUTURE SR 109
(MORNINGSIDE DR. TO W. KNIGHT ST.)

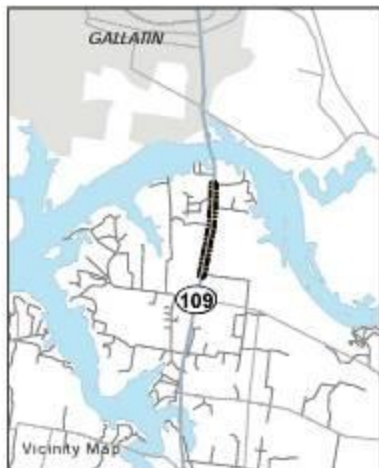


Legend

Accident Type

- Fatal
- Injury
- Property Damage Over \$400

- Streets
- Major Roadways
- 2030 Road Widening
- Strategic Corridor Limits



Corridor Description and Issues Identified

The corridor runs from Cherokee Dock Road to Bates Road, covering a distance of 1.22 miles. The corridor is a 2-lane section with a 2000 average annual daily traffic (AADT) of 16,700 vehicles per day (vpd). Other characteristics of the corridor include:

- 45 mph speed limit
- rolling topography
- passing zones throughout the corridor
- straight roadway leading to higher than posted speeds
- no turn lanes at intersections
- heavy truck traffic
- high frequency of crashes, north of this segment

SR 109

Cherokee Dock Road to Bates Road - Wilson County, TN



FIGURE 4.2A: SR 109
(CHEROKEE DOCK ROAD TO BATES ROAD)



Legend

- Major Highways
- 2030 Road Widening
- Streets
- Strategic: Corridor Limits



Corridor Vision

Traffic is projected to increase to 38,000 vehicles per day (vpd) in 2035. The vision for the corridor is to preserve the rural and residential character that currently exists. In response to the established vision, the proposed roadway section is a 4-lane median divided roadway.

The proposed section will widen the road to accommodate projected travel demand. Other recommendations include:

- providing a multi-use path along both sides of the road to accommodate pedestrians and cyclists at all skill levels
- maintain ditch and swale approach for stormwater collection to reduce the peak flows and improve water quality
- installation of trees or other vegetation where feasible

SR 109

Cherokee Dock Road to Bates Road - Wilson County, TN



FIGURE 4.2B: FUTURE SR 109
(CHEROKEE DOCK ROAD TO BATES ROAD)



Legend

Accident Type

- Fatal
- Injury
- Property Damage Over \$400

- Streets
- Major Roadways
- 2030 Road Widening
- Strategic Corridor Limits



Corridor Description and Issues Identified

The corridor runs from Lights Chapel Road to East College Street covering a distance of one mile. The existing section is 5-lanes with curb and gutter. In 2008 the corridor had an average annual daily traffic (AADT) volume of 17,800 vehicles per day. Other corridor characteristics include:

- open driveway cuts
- wide outside shoulders

US 41

Lights Chapel Road to East College Street - Robertson County, TN



FIGURE 4.10A: US 41



Legend

- Major Highways
- 2030 Road Widening
- Streets
- Strategic Corridor Limits



Corridor Vision

Traffic along the corridor is projected to increase to 26,500 vehicles per day (vpd) by 2035. In order to accommodate increased traffic while promoting better access management and multi-modal accommodations, the following recommendations are proposed:

- creating a 4-lane median divided section with sidewalk on both sides of US 41
- providing median breaks and turn lanes where warranted
- providing bike lanes for experienced cyclists
- increasing signage and visibility of the crosswalk adjacent to the school
- increasing gateway features approaching downtown

US 41

Lights Chapel Road to East College Street - Robertson County, TN



FIGURE 4.10B: FUTURE US 41



Legend

- Major Highways
- 2030 Road Widening
- Streets
- Strategic Corridor Limits



Corridor Vision

Traffic along the corridor is projected to increase to 19,200 vehicles per day (vpd) by 2035. In order to accommodate the projected traffic volumes and ensure that the roadway continues to serve as a primary gateway, the following recommendations are suggested:

- widen roadway to a 4-lane median divided section
- increase gateway features leading into downtown
- provide sidewalks to enhance pedestrian access to commercial development
- limit future and existing driveway access to Mt. Juliet Road
- consolidate driveways where possible
- provide strategic right and left turn lanes throughout the corridor
- include dedicated bike lanes to accommodate cyclists



Mt. Juliet Road

Central Pike to Pleasant Grove Road - Wilson County, TN



FIGURE 4.3B: FUTURE CENTRAL PIKE TO
PLEASANT GROVE ROAD



Legend

- Major Highways
- 2030 Road Widening
- Streets
- Strategic Corridor Limits



Section 1



Section 2

Corridor Vision

North of US 70:

A 3-lane curb and gutter section with sidewalks and bike lanes on both sides is recommended. This segment of the road should promote walkability and complete streets design characteristics and should complement future redevelopment of the northwest quadrant of the intersection with Main Street including potential transit oriented development (as envisioned in the Lebanon focus area).

South of US 70:

The existing 4-lane divided section should be maintained. The wide shoulder will offer an enhanced environment for experienced cyclists and the addition of a multi-use path on both sides of the road will offer accommodations for pedestrian and bicycle riders of all skill levels. Access management practices that limit the number of driveways and encourages coordination between median breaks and signalization is encouraged to enhance safety and traffic operations.

Main Street Intersection Considerations:

A high quality multi-modal intersection design will be required at the intersection with Main Street. The mix of vehicle types will require accommodations for larger vehicles. Careful attention to the design of the pedestrian and bicycle realm will be required at this location and may include: pedestrian refuge areas in the median, high visibility crosswalks, appropriate signage and pavement markings, and pedestrian signals.

Hartmann Drive

W. Biddout Parkway to Leeville Pike - Wilson County, TN



FIGURE 4.4B: FUTURE HARTMANN DRIVE



Legend

- Major Highways
- 2030 Road Widening
- Streets
- Strategic Corridor Limits



Corridor Vision

Traffic is projected to increase to 9,800 vehicles per day by 2035 along this segment of the corridor. Two travel lanes are sufficient to accommodate projected traffic volumes. This area is anticipated to remain residential in character; therefore, the following recommendations are proposed:

- provide sidewalks in the vicinity of Friendship Christian School
- provide uniform sight distance/visibility throughout the corridor with increased signage, landscape maintenance, and proper driveway placement
- increase awareness of visibility concerns through the use of rumble strips
- provide strategic right and left-turn lanes throughout the corridor

Coles Ferry Pike

Academy Road to Horn Springs Road - Wilson County, TN



FIGURE 4.5B: FUTURE COLES FERRY PIKE



Legend

- Major Highways
- 2030 Road Widening
- Streets
- Strategic Corridor Limits
- New Roadway



Corridor Vision

Traffic along the corridor is projected to increase to 43,900 vehicles per day by 2035. In order to accommodate this traffic, a 4-lane median-divided roadway section is proposed. The installation of a raised median will likely reduce the crash frequency and type that is present in the corridor today. A complete streets approach to this corridor is envisioned and is intended to accommodate the integrated movement of all modes through the corridor. In addition, the following recommendations are also proposed:

- providing sidewalks throughout the entirety of the corridor to access commercial development and the river park
- providing pedestrian signals and high visibility crosswalks at all signalized intersections
- consolidating existing driveways and minimizing future driveways
- increasing gateway features of the corridor into downtown through the installation of a median
- improving the roadway to a 4-lane median-divided roadway to accommodate future traffic volumes
- providing median breaks and dedicated turn lanes where warranted
- including wide outside lanes to accommodate skilled bike riders and public transportation

Gallatin Pike/West Main Street

New Shackle Island Rd to Sanders Ferry Rd - Sumner County, TN



FIGURE 4.6B: FUTURE GALLATIN PIKE/WEST MAIN STREET



Legend

- Major Highways
- 2030 Road Widening
- Streets
- Strategic Corridor Limits



Corridor Vision

The corridor is adjacent to the Shackle Island focus area located at the northwest quadrant of the intersection of Long Hollow Pike and New Hope Road. The projected traffic volume in 2035 along the corridor is 13,420 vehicles per day. In response to the projected traffic, widening the roadway to create a 4-lane divided median with paved shoulder and swale is recommended. Other recommendations include:

- providing for a multi-use path in the vicinity of the elementary, middle, and high schools on both sides of the road
- providing for a multi-use path along the creek parallel to New Hope Road
- reconstructing the intersection of Center Point Road and Happy Hollow Road to alleviate approach offset and sight distance concerns
- providing high visibility crosswalks and pedestrian heads at signalized intersections
- minimizing the flow rate of stormwater and contributing to improved water quality through the use of shoulder and swale sections and a depressed median



Long Hollow Pike

Center Point Road to Buchanan Circle - Sumner County, TN



FIGURE 4.7B: FUTURE LONG HOLLOW PIKE



Legend

- Major Highways
- 2030 Road Widening
- Streets
- Strategic Corridor Limits



Corridor Vision

The overall corridor is located in a relatively rural area, but the strategic corridor segment falls within a focus area representing a potential village center at the Hwy 52 intersection. The projected 2035 volumes vary greatly along the corridor between 5,900 and 19,000 vehicles per day (vpd). Within the village center, a 3-lane cross section is recommended. In an effort to create a sense of place and corresponding change in driver behavior, a number of design elements are proposed including: the addition of sidewalks, pedestrian scale lighting, and bike lanes and street trees. In addition, a posted speed limit that doesn't exceed 35 mph through any future village center is recommended. Additional roadway capacity may be required in locations where greater travel demand is anticipated (major intersection and segment of roadways with higher traffic volumes). Other recommendations include:

- providing a center turn lane to improve access to adjacent properties
- removing the right-turn slip lanes at the Austin Peay Highway intersection at Wes. 31E
- signaling intersection of US 31E at Austin Peay Highway upon meeting signal warrants
- providing pedestrian signal heads and high visibility crosswalks at signalized intersections

US 31 E (Westmoreland)

Epperson Springs Road to Clyde Wix Road - Sumner County, TN



FIGURE 4.8B: FUTURE US 31 EAST



Legend

- Major Highways
- 2030 Road Widening
- Streets
- Strategic Corridor Limits



Corridor Vision

This corridor is located in a traditional town center character area and is also within a designated focus area that communicates potential infill and redevelopment opportunities in the vicinity of the Springfield downtown. The projected 2035 traffic volume is 25,860 vehicles per day (vpd). This roadway effectively the eastern boundary of the downtown and should be designed with this context in mind. In addition, this segment of roadway may play a role in providing an alternate north-south route for trucks through the downtown (in conjunction with Central Avenue) as opposed to using 5th Avenue. When considering the context of the area, proximity of downtown, and potential for future infill and redevelopment, the following improvements are proposed:

- install a median along Memorial Blvd to provide access management and to enhance gateway features into downtown
- sign Memorial Blvd as a truck route from the intersection around 5th Avenue to Central Avenue
- restrict truck access except by permit along West 5th Ave, between Memorial Blvd. and Central Ave. West
- reconstruct the Batts Blvd approach to Memorial Blvd by removing the channelizing blands
- provide median breaks and turn lanes where warranted
- include bike lanes and sidewalks

Memorial Boulevard

East 4th Avenue to Batts Boulevard - Robertson County, TN

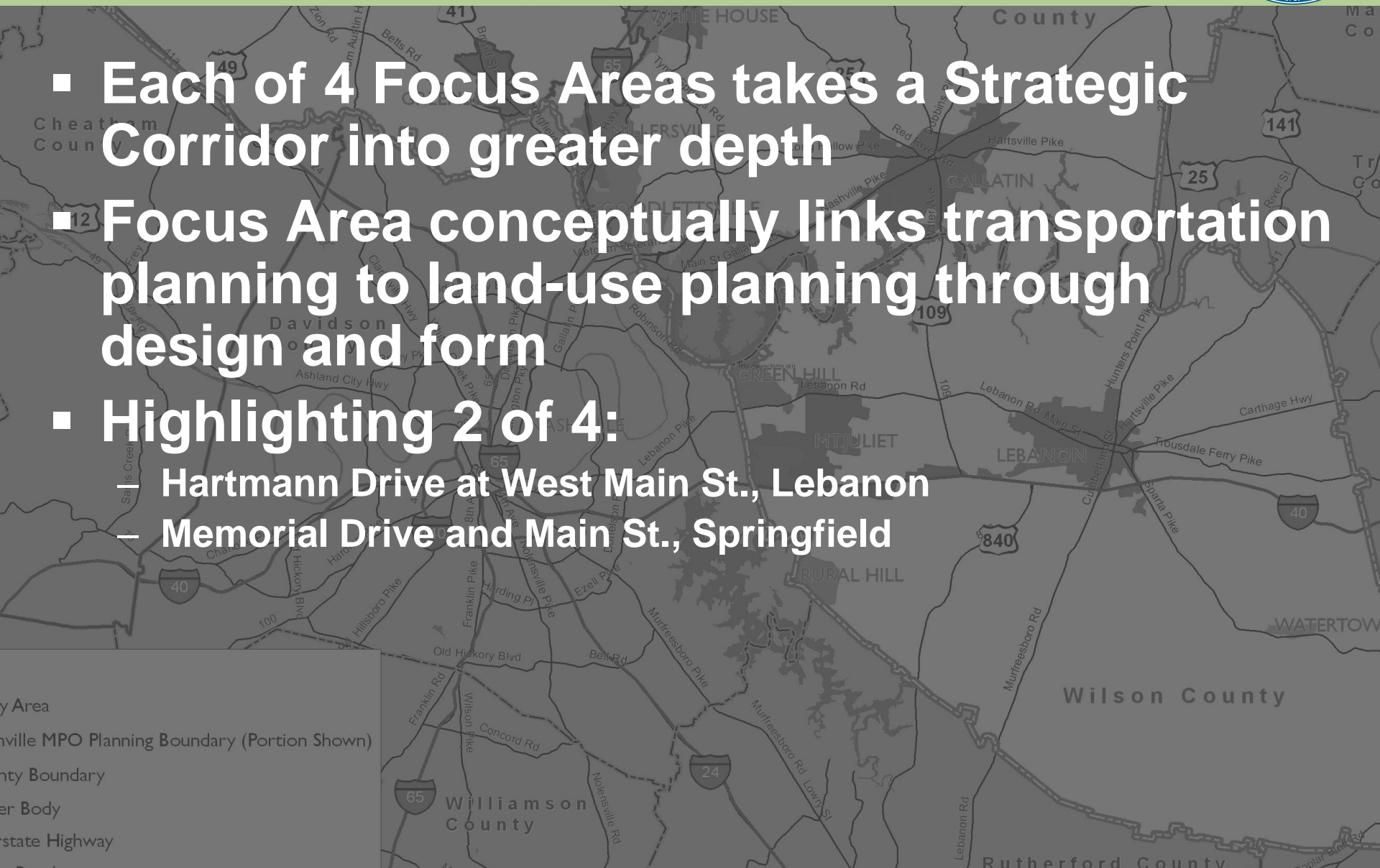


FIGURE 4.9B: FUTURE MEMORIAL BLVD.

Development Form Focus Areas



- Each of 4 Focus Areas takes a Strategic Corridor into greater depth
- Focus Area conceptually links transportation planning to land-use planning through design and form
- Highlighting 2 of 4:
 - Hartmann Drive at West Main St., Lebanon
 - Memorial Drive and Main St., Springfield



y Area
Nashville MPO Planning Boundary (Portion Shown)
County Boundary
Water Body
State Highway



FIGURE 4.11A: FOCUS AREA LEBANON
AT HARTMANN DRIVE



FIGURE 4.11B: FOCUS AREA LEBANON
AT HARTMANN DRIVE



FIGURE 4.11C: FOCUS AREA LEBANON
AT HARTMANN DRIVE



FIGURE 4.12A: FOCUS AREA
SPRINGFIELD AT MEMORIAL BLVD.



FIGURE 4.12B: FOCUS AREA
SPRINGFIELD AT MEMORIAL BLVD.



FIGURE 4.12C: FOCUS AREA
SPRINGFIELD AT MEMORIAL BLVD.



FIGURE 4.13A: FOCUS AREA
WESTMORELAND AT US 31



FIGURE 4.14A: FOCUS AREA
SUMNER COUNTY AT LONG HOLLOW PIKE

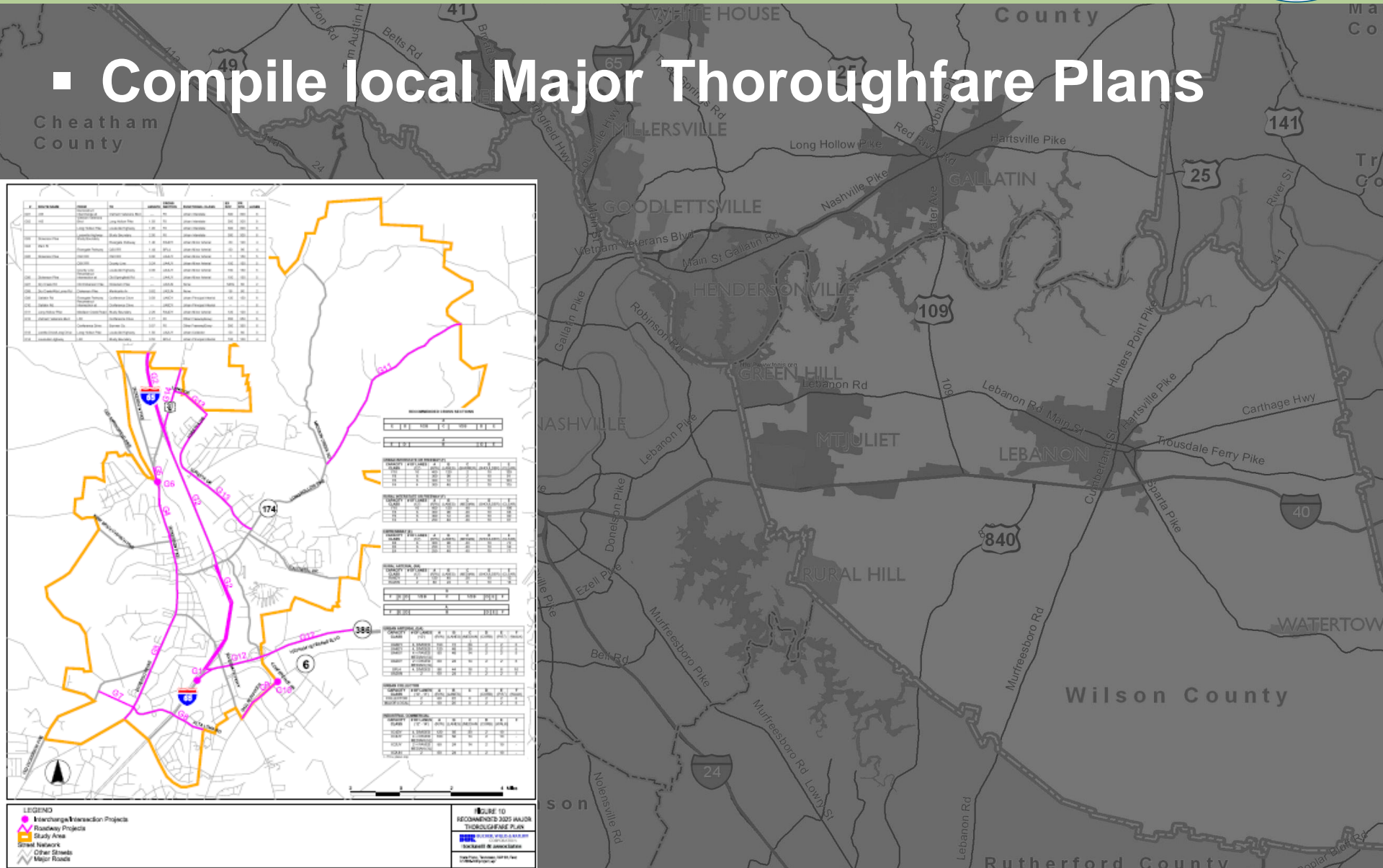


Conceptual Regional Transportation Network

Conceptual Network



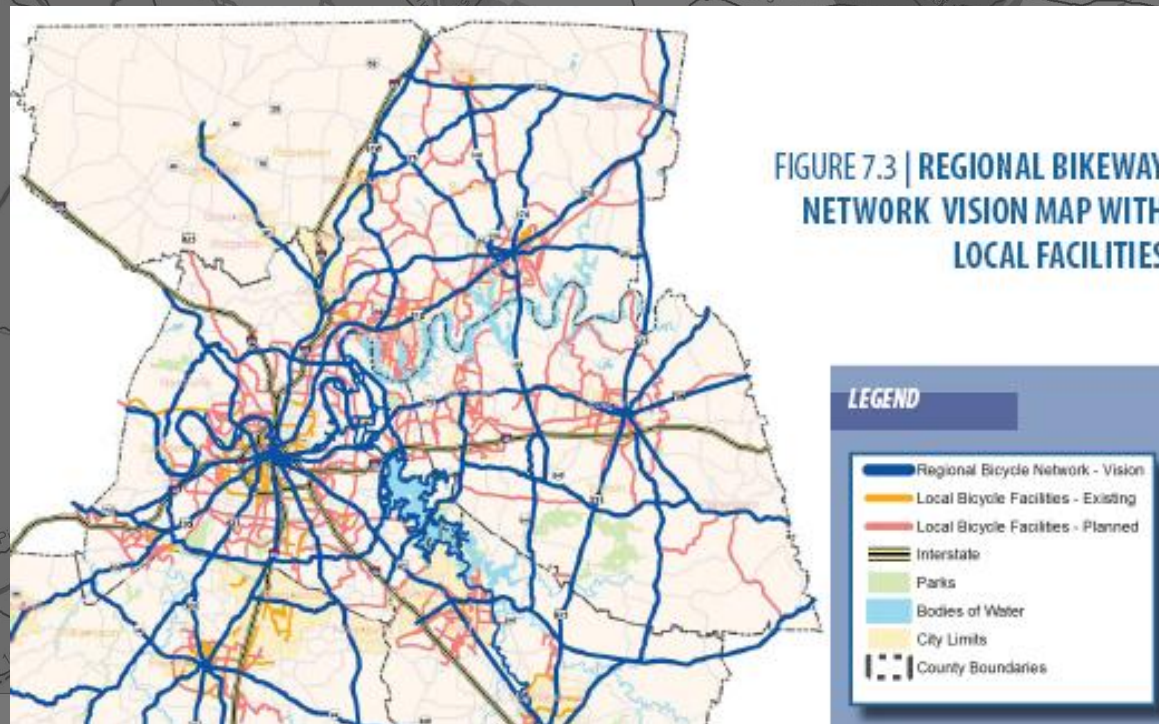
■ Compile local Major Thoroughfare Plans



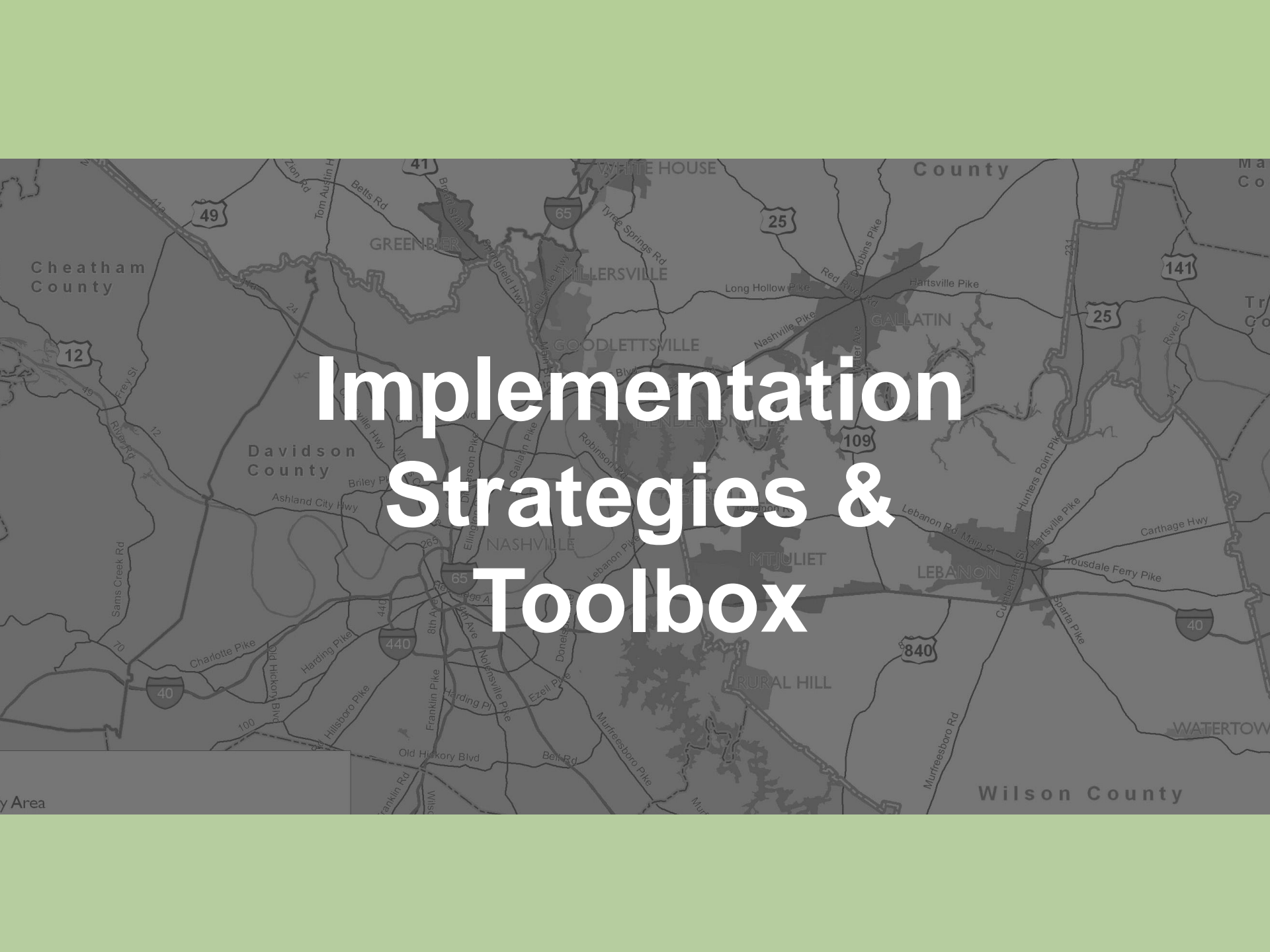
Conceptual Network



- Overlay regional bicycle/pedestrian plan.



- Create conceptual multi-modal network that weaves counties together.

A grayscale map of the Nashville, Tennessee area serves as the background. The map shows major highways like I-40, I-65, I-75, and US-41, as well as local roads and city names including Nashville, Murfreesboro, Gallatin, and Lebanon. The title 'Implementation Strategies & Toolbox' is centered in a large, white, sans-serif font. The top and bottom of the image are framed by a solid green bar.

Implementation Strategies & Toolbox

Regional Transportation Planning



■ Increase Travel Choices

- Invest in multiple modes.
- Direct investment to Preferred Growth Areas, where land uses are more varied and development more compact.

■ Plan and Implement Regional Transit System

- Employ Preferred Alternative regional growth scenario for guidance on mass transit routes and stations.
- Support transit with mixed-use, transit-oriented development.
- Consider tax increment financing districts around station locations to supplement funding.

■ Improve Project Prioritization

- Implement scoring system for projects for ranking.
- Metrics like level-of-service should support an objective within the scoring system.

Regional Transportation Planning



■ Reinforce “Fix It First” Policy

- Invest in Preferred Growth Areas, where network is more developed.
- Utilize “asset management” to assign value to infrastructure and prioritize and schedule repairs and upgrades accordingly.

■ Align Major Thoroughfare Plans and Regional LRTP with Preferred Alternative

- Use Conceptual Regional Transportation Network for guidance to improve linkages between jurisdictions.
- ## ■ Prepare Tri-County Collector Street Plan
- Encourage traditional neighborhood design (TND), which includes better road network connectivity.
 - Require transportation impact analyses to determine extent of facility improvements needed in proposed development.

Regional Transportation Planning



■ Advance Context-Sensitive Solutions

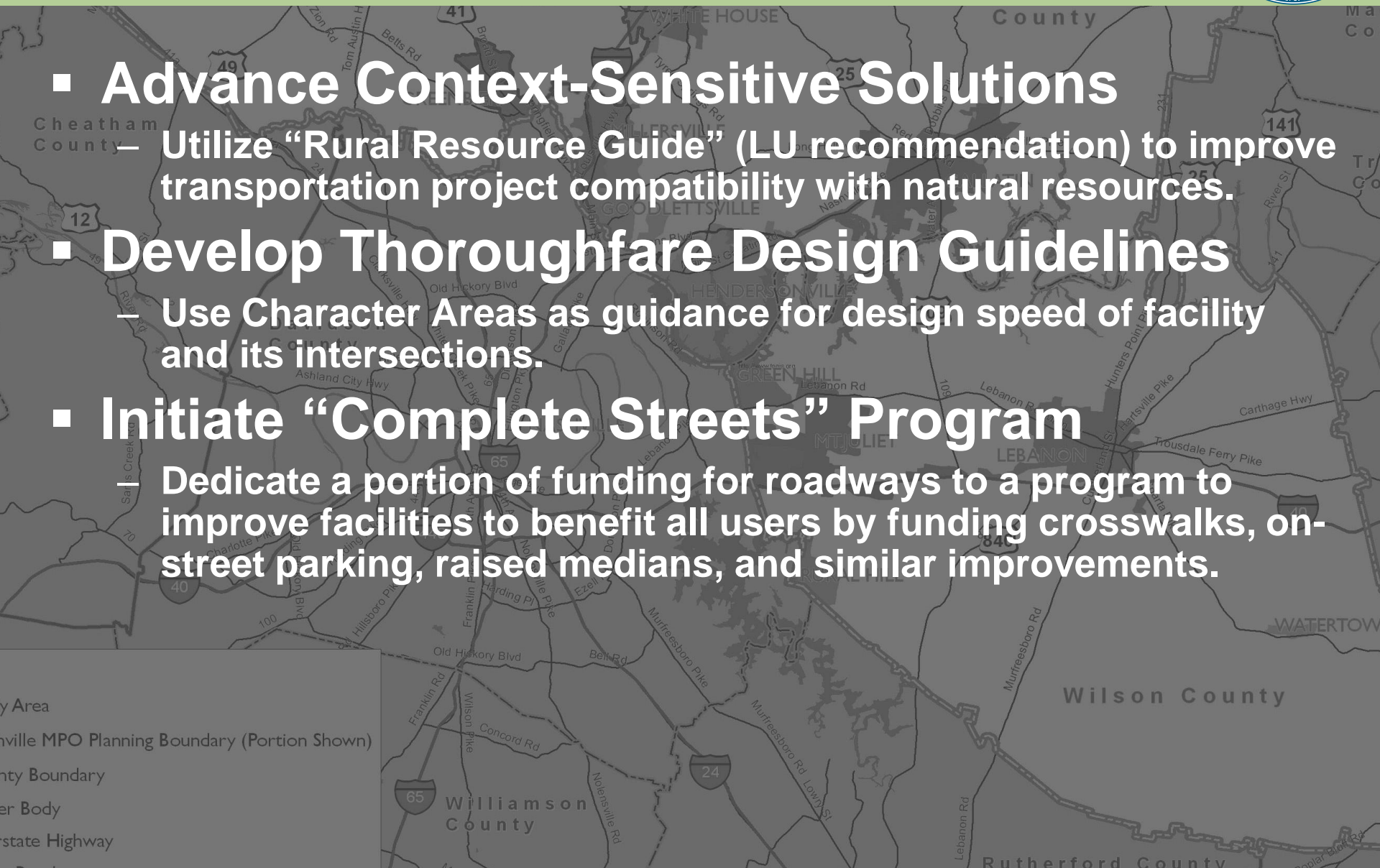
- Utilize “Rural Resource Guide” (LU recommendation) to improve transportation project compatibility with natural resources.

■ Develop Thoroughfare Design Guidelines

- Use Character Areas as guidance for design speed of facility and its intersections.

■ Initiate “Complete Streets” Program

- Dedicate a portion of funding for roadways to a program to improve facilities to benefit all users by funding crosswalks, on-street parking, raised medians, and similar improvements.



Regional Transportation Planning



- **Create a Sustainable Communities Program at NAMPO for Pilot Projects**
 - HUD's Sustainable Communities Initiative funding.
 - NAMPO PL funds.
 - Local funding of corridor plans, small-area plans, etc.



Regional Land-Use Planning



■ Convene Regional Land Use Coordination Committees

- Utilize current partner, Civic Design Center to assist with *voluntary* review of “Developments of Regional Impact.”
- Convene stakeholders such as Cumberland Region Tomorrow to establish a forum for feedback to local governments preparing corridor plans, small-area plans, etc.

■ Lead and Encourage Rural and Agricultural Conservation Initiatives

- Prepare Tri-County Rural Resource Guide to flesh out Secondary Conservation Areas.
- Detail good planning strategies for rural areas, such as “transfer of development rights,” conservation easements, etc.
- Identify state programs and funding sources available to local governments (e.g., Agricultural Producer Association Grants).

Regional Land-Use Planning

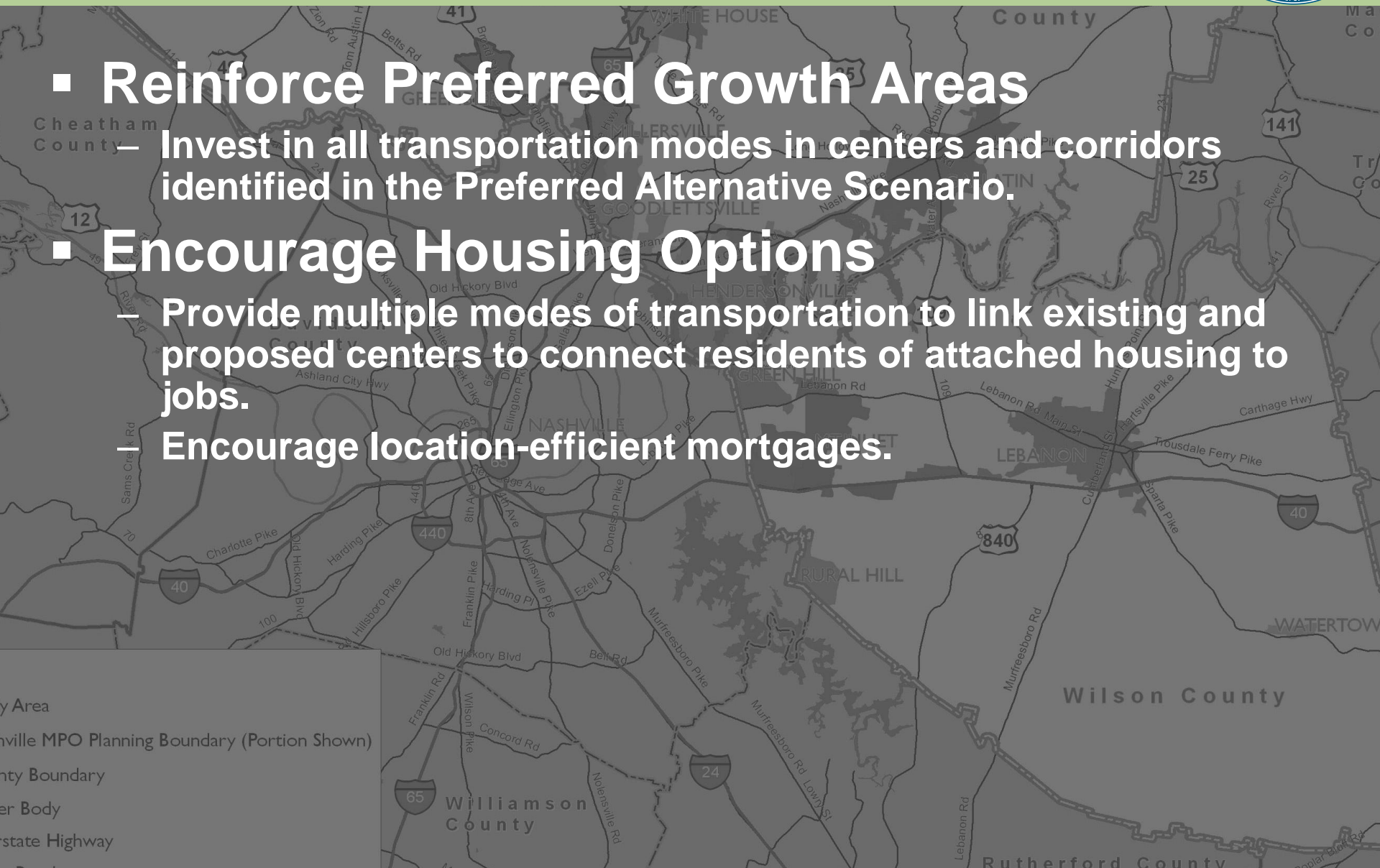


■ Reinforce Preferred Growth Areas

- Invest in all transportation modes in centers and corridors identified in the Preferred Alternative Scenario.

■ Encourage Housing Options

- Provide multiple modes of transportation to link existing and proposed centers to connect residents of attached housing to jobs.
- Encourage location-efficient mortgages.



Local Transportation Planning



■ Make Corridor Planning Standard Operating Procedure

- Utilize Regional Land Use Coordination Committee as resource.
- Corridor plan should derive from local comprehensive plan and support its future land use map.
- Access management strategies tailored to the corridor plan's goals should be the first implementation strategy in place.
- Employ the MPO's Context-Sensitive Solutions and Thoroughfare Design Guidelines for corridor plan recommendations.
- Consider Strategic Corridors and Development Form Focus Areas for guidance to link transportation and land-use planning.

■ Manage Parking Supply

- Adjust parking standards by Character Area.
- Incorporate parking into local comprehensive transportation plans, for parking spaces are the endpoints of a majority of trips.

Local Transportation Planning



■ Implement Complete Streets

- Tap MPO's (proposed) Complete Streets program for funding.
- Match regional funds with tax-increment financing, metered parking, tree bank monies (for planted medians), and other dedicated sources.

■ Update Local Major Thoroughfare Plans

- Utilize Preferred Alternative Scenario and Conceptual Regional Transportation Network to guide updates.
- Integrate guidance for Context-Sensitive Solutions, Thoroughfare Design Guidelines, and Complete Streets principles.

■ Integrate Regional Bike/Ped Plan

- Local comprehensive transportation plans should identify potential users, their skill level, and facility type appropriate to their use for each route identified in the regional plan.

Local Land-Use Planning



- **Create and Update Local Planning in Accordance with Preferred Alternative Scenario**

- Comprehensive plans
- Comprehensive transportation plans
- Open space, parks, recreation, and greenways plans
- Small-area plans
- Capital improvements programs
- Affordable housing programs

- **Reinforce Preferred Growth Areas**

- Urban growth boundaries
- Mixed uses
- Infill development
- Revitalization plans

Local Land-Use Planning

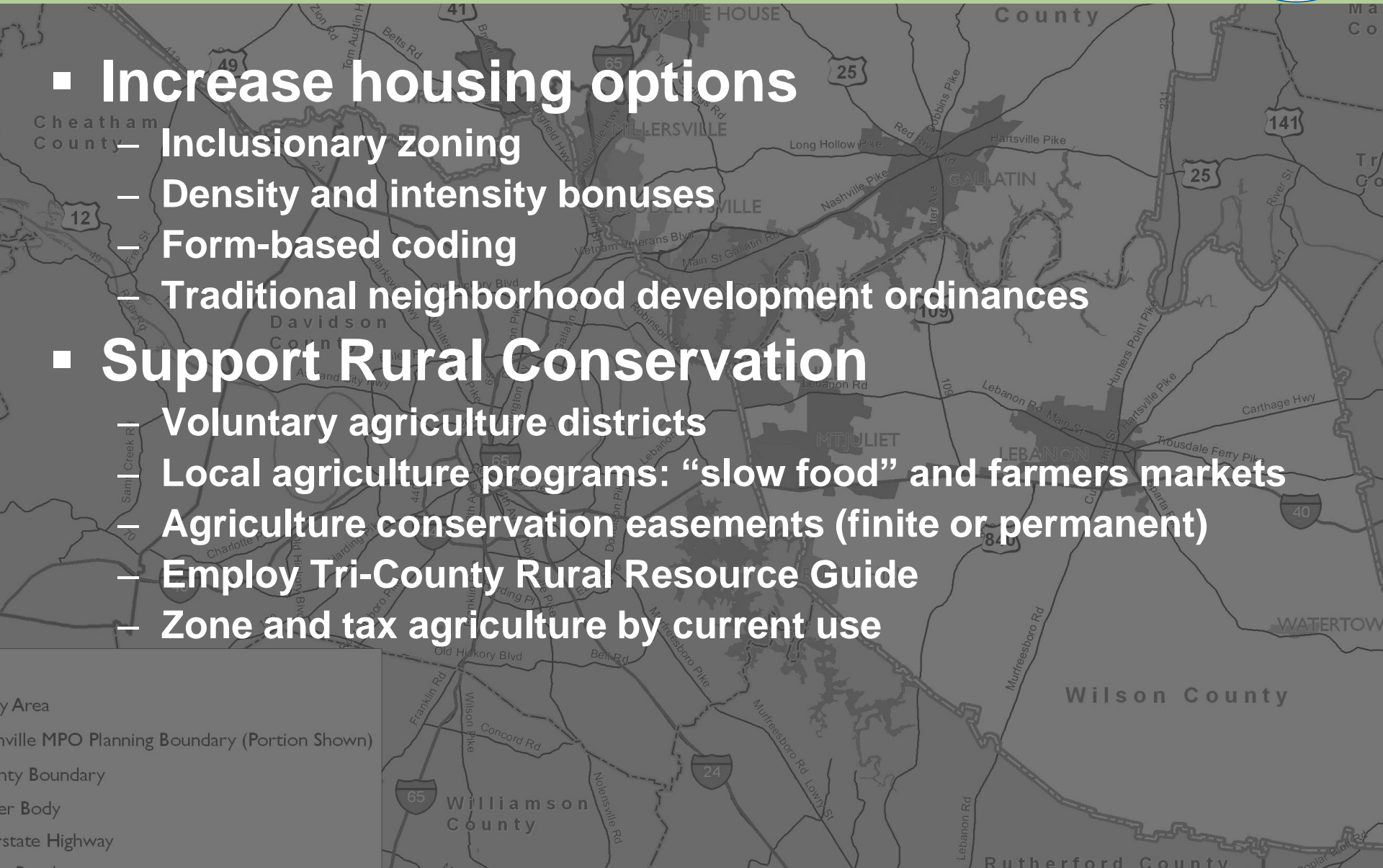


- **Increase housing options**

- Inclusionary zoning
- Density and intensity bonuses
- Form-based coding
- Traditional neighborhood development ordinances

- **Support Rural Conservation**

- Voluntary agriculture districts
- Local agriculture programs: “slow food” and farmers markets
- Agriculture conservation easements (finite or permanent)
- Employ Tri-County Rural Resource Guide
- Zone and tax agriculture by current use



Local Land-Use Planning

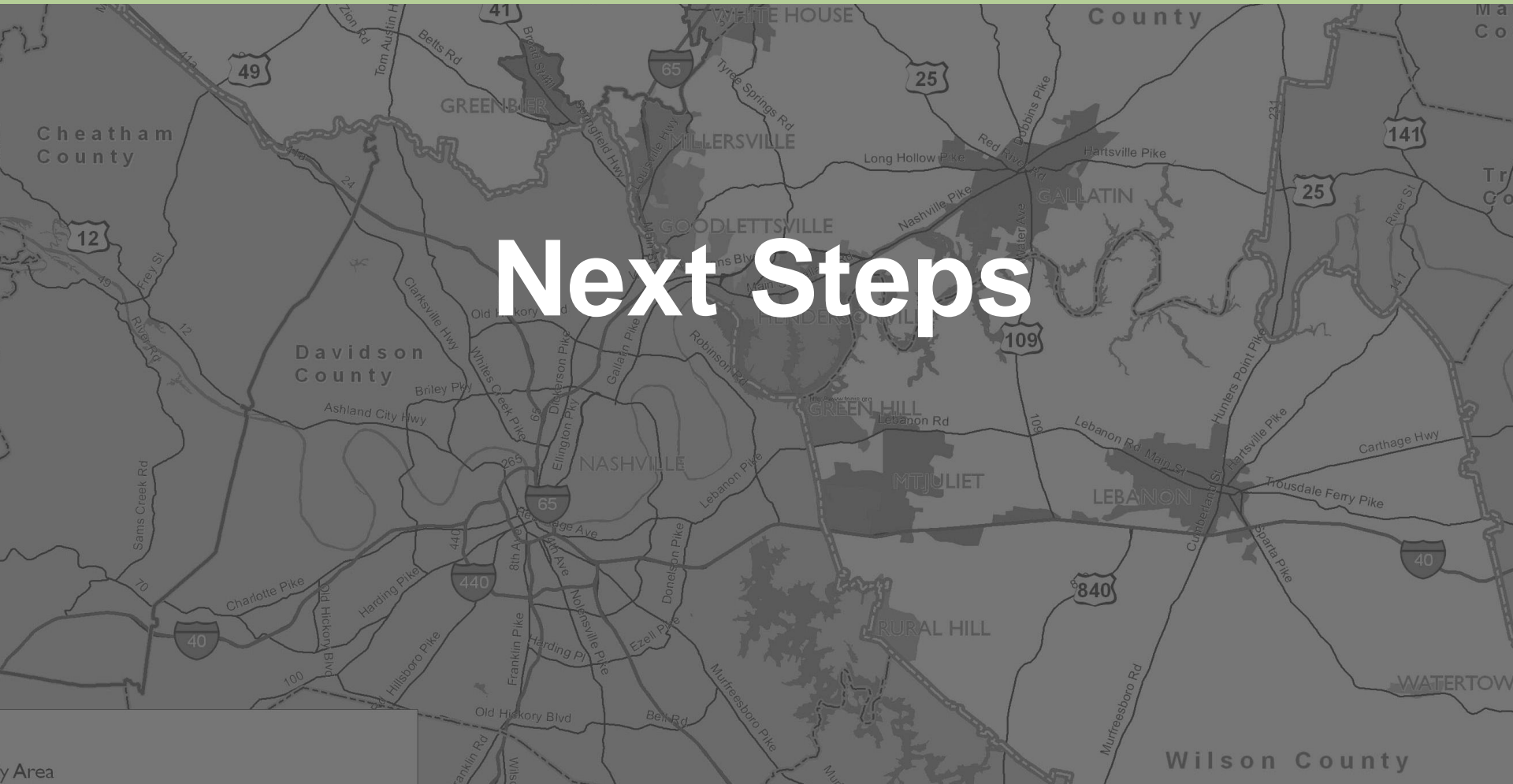


■ Coordinate Land Use with Neighboring Jurisdictions

- Participate in Regional Land Use Coordination Committees.
- Partner with adjacent jurisdictions for small-area plans and corridor plans that abut or straddle boundaries.
- Work with neighbors to prepare Major Thoroughfare Plans.



Next Steps



Next Steps



- Prepare Conceptual Regional Transportation Network
- Revise Study Report per Today's Input
- Finalize Recommendations and Report

